



CITY OF DINUBA

PLANNING AND DEVELOPMENT DEPARTMENT

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RESIDENTIAL

■ DESIGN GUIDELINES ■



ADOPTED JUNE 2023

CITY OF DINUBA
RESIDENTIAL
DESIGN GUIDELINES



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INTRODUCTION

CHAPTER ▼

1

“A Primary design objective is the promotion of “Complete Neighborhoods””

One of a community’s greatest assets is its attractive, well-maintained residential neighborhoods. In order to preserve the character of these neighborhoods and encourage high-quality residential design throughout the City, the Dinuba City Council has adopted these Residential Design Guidelines.



Purpose

The purpose of the design guidelines is to provide property owners, project designers, and developers with a clear understanding of the City’s expectations for high quality, new single-family and multi-family residential development.

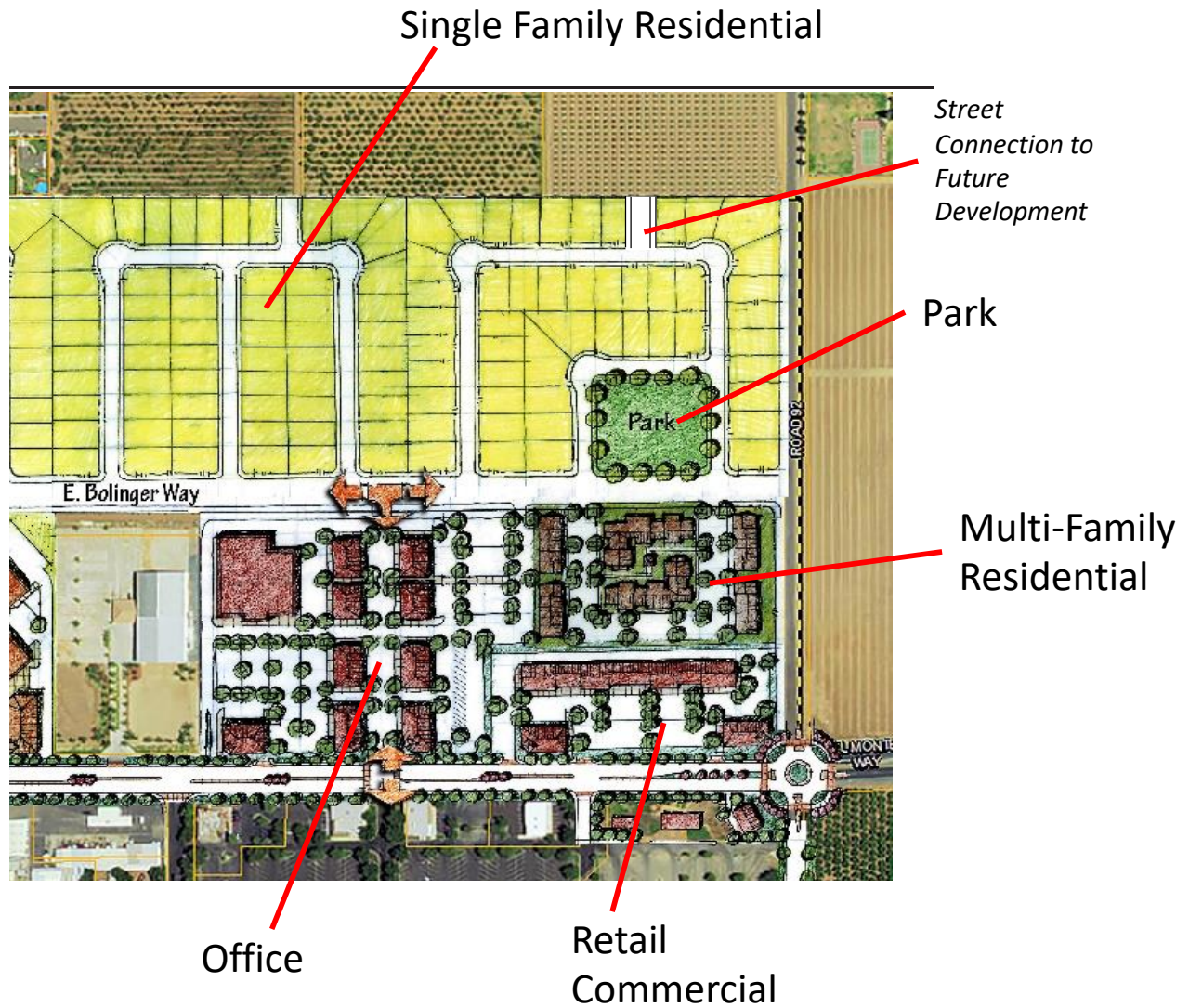
These guidelines will be used as framework for evaluation and approval of residential projects during the City’s development review process. The intent of these guidelines is to ensure that single-family and multi-family residential developments are well planned and architecturally diverse.

Design Objectives:

The Residential Development Design Guidelines are intended to accomplish the following:

- 1. Provide guidance for the orderly development of the City and promote high quality development.*
- 2. Allow diversity of style and densities while promoting the positive design characteristics existing throughout the City.*
- 3. Promote the development of Complete Neighborhoods (see example, following page).*
- 4. Ensure that new development is compatible with existing neighborhoods.*
- 5. Ensure neighborhood connectivity that creates a human-scaled, bicycle, and pedestrian- friendly environment.*
- 6. Respect and reinforce the relationship between public and private space.*
- 7. Enhance architectural and visual interest of neighborhoods and buildings.*
- 8. Ensure longevity of neighborhoods that will endure over time.*

COMPLETE NEIGHBORHOODS CONCEPT

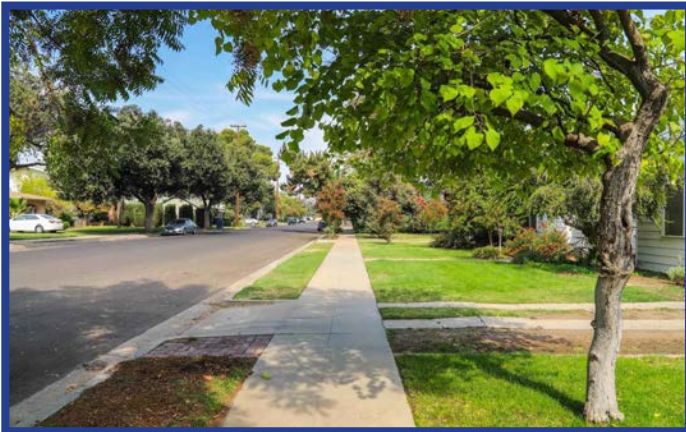


The diagram above is an example of the concept of a “complete neighborhood”. It incorporates land uses necessary for the daily functioning of residents in a closely-knit, well-connected area, including single and multi-family residential neighborhoods, a park, retail commercial, and offices. All of these can be easily accessed by walking or cycling. Street connectivity between the various uses is strong, and there are street stubs that are designed to connect to future development to the north. Complete neighborhoods may not be entirely feasible in every situation, but should be the goal where practical.

Applicability of Design Guidelines

It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

The following Guidelines are to be used by the developer to assist them in producing a quality development. The Planning Staff, Planning Commission and City Council will use these Guidelines as a framework for evaluating development proposals and for commenting on the design features of the proposed project.



- a. The Guidelines will be used to augment and reinforce the Zoning Ordinance, as it relates to single-family and multi-family residential developments. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of project proposals.
- b. Applicants should review the Design Guidelines so as to understand the rational and intent of the guidelines. Applicants should contact the City of Dinuba Planning Department early in the planning and design process to understand application and processing requirements and to discuss key issues particular to their specific site. Photographs, site plans, and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

The Neighborhood

What makes for a “good” neighborhood? Is it the trees, the design of individual homes, nearby shopping opportunities, or the friendliness of the neighbors? What are buyers looking for when they shop for a home? Is it price, the “feel” of the neighborhood, or proximity to work, schools or highways? Are the homebuyers wishing to retire in the neighborhood, capture home appreciation, or simply live in a good place to raise a family?

Creating a neighborhood that responds to the needs of the homebuyer is an art, because it must take into account so many variables – investment, safety, energy costs, water conservation, social interactions, demographics, ages, income levels, number of children, disabilities and household pets, among others.

The Dinuba Residential Design Guidelines is an effort to avoid the typical subdivision design encountered throughout the San Joaquin Valley.

The Guidelines utilize the term “neighborhood” because few developers think in terms of “neighborhood” when they are submitting a tentative subdivision map to the city Planning Department. Their focus is more likely to be the cost of the home, the amount of time to get permits, the cost of improvements, impact fees and off-site development requirements. All of these concerns are important! Not paying attention to these aspects can be disastrous!

At the end of the day, the creation of a residential neighborhood is a negotiated agreement between staff and developers, developers and adjoining neighbors, developers and decision-makers (City Council and Planning Commission), and developers and the bank.

These design guidelines attempt to provide a framework for the design of attractive and successful residential neighborhoods in Dinuba with all of the many nuances considered above.

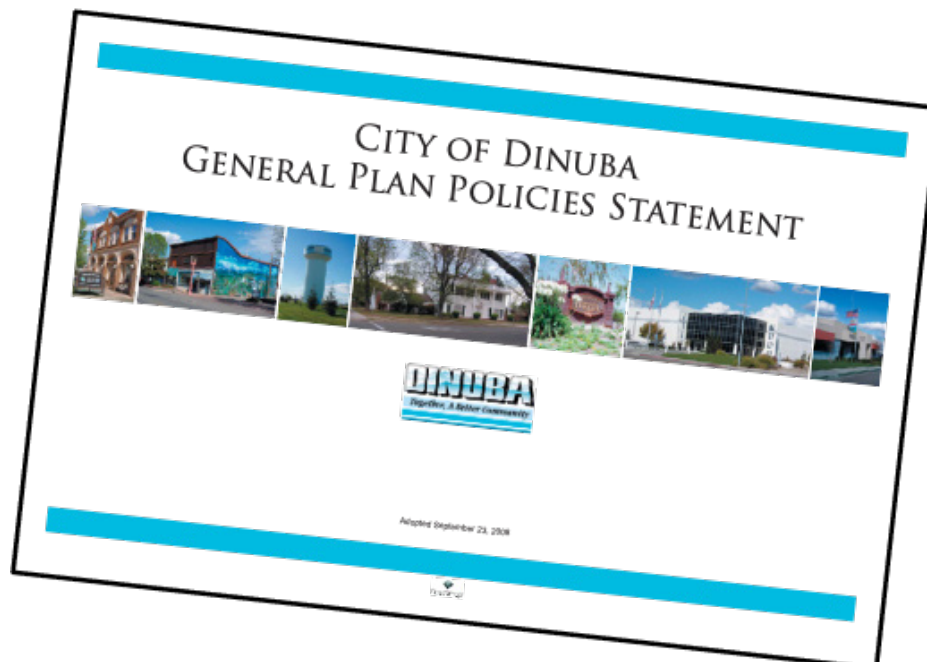
1: INTRODUCTION

- c. The Development Review Committee (DRC) is composed of staff from the departments of Planning and Development, City Manager's Office, Public Works, Police, Parks and Recreation, Fire and other outside agencies. The DRC reviews and provides comments and conditions on proposed development projects.
- d. All proposed projects shall submit a conceptual site plan, architectural elevations drawings, and landscape plans to Planning Staff, prior to submittal of a formal land use application. Projects are assessed for conformance with the Guidelines by staff prior to consideration by the Planning Commission and City Council.
- e. To ensure that the Guidelines help to achieve their objectives, they will be reviewed on a periodic basis. Comments and suggestions to improve them are welcome and should be made in writing to:

**Planning & Development
Services Department**
1088 E. Kamm Ave.
City of Dinuba
Dinuba, California 93618

Consistency with the General Plan

The Dinuba General Plan Update was adopted in 2008. The General Plan contains a number of policies that support quality residential design. Some of the more significant policies are listed in Appendix "A".



NEIGHBORHOOD DESIGN

CHAPTER ▼

2

The City of Dinuba promotes new development that creates complete neighborhoods, not just new “subdivisions”.

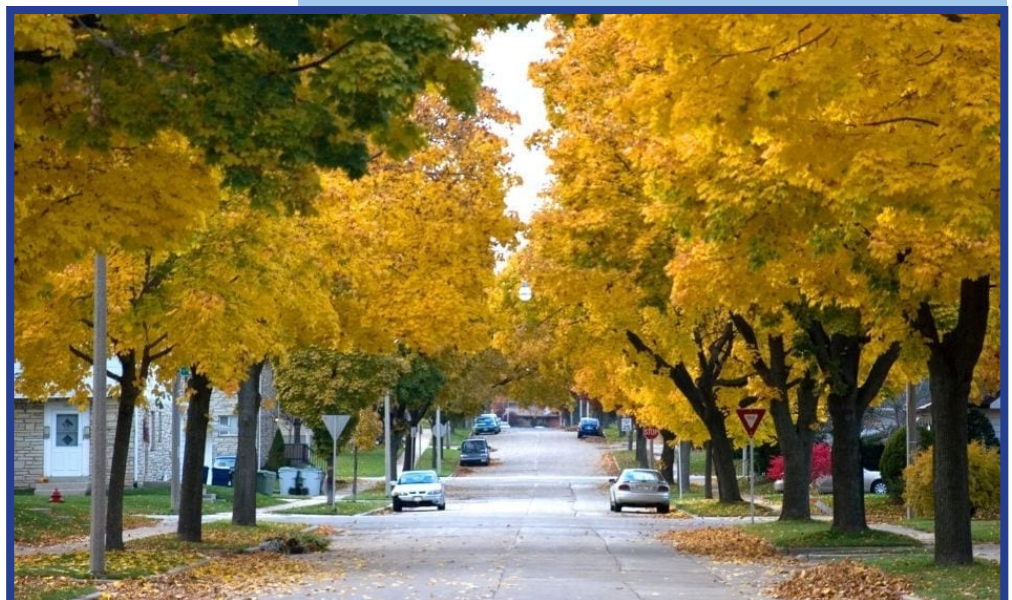
Chapter 2: Neighborhood Design

True neighborhoods are those developments that:

- Connect to, and integrate with adjacent neighborhoods and the City as a whole, featuring streets with multiple connections within and to the outside of the site. Cul-de-sacs and dead-end streets should be avoided.
- Have streets that are shady, and cool to walk and bicycle, where traffic goes slowly.
- Has development that embraces and opens onto the street.
- Has homes with a variety of designs and shapes to avoid the typical “subdivision” look of cookie-cutter houses.
- Feature parks and open space facilities that are centrally-located focal points, convenient to all residents. Parks and open space must be designed to ensure strong visibility and safety through the orientation of streets and dwellings and the concept of “eyes on the park”.
- Feature amenities such as abundant landscaping, shade trees, attractive walls, signage and lighting, among others.

To implement these principles, the following topics are covered as it pertains to neighborhood design:

- Street connectivity
- Parks and open space
- Street design
- Pedestrian and bicycle connections
- Amenities such as street lamps, walls, landscaping and signage
- Project entry and character
- Fences, walls and other amenities



2: NEIGHBORHOOD DESIGN

STREET CONNECTIVITY

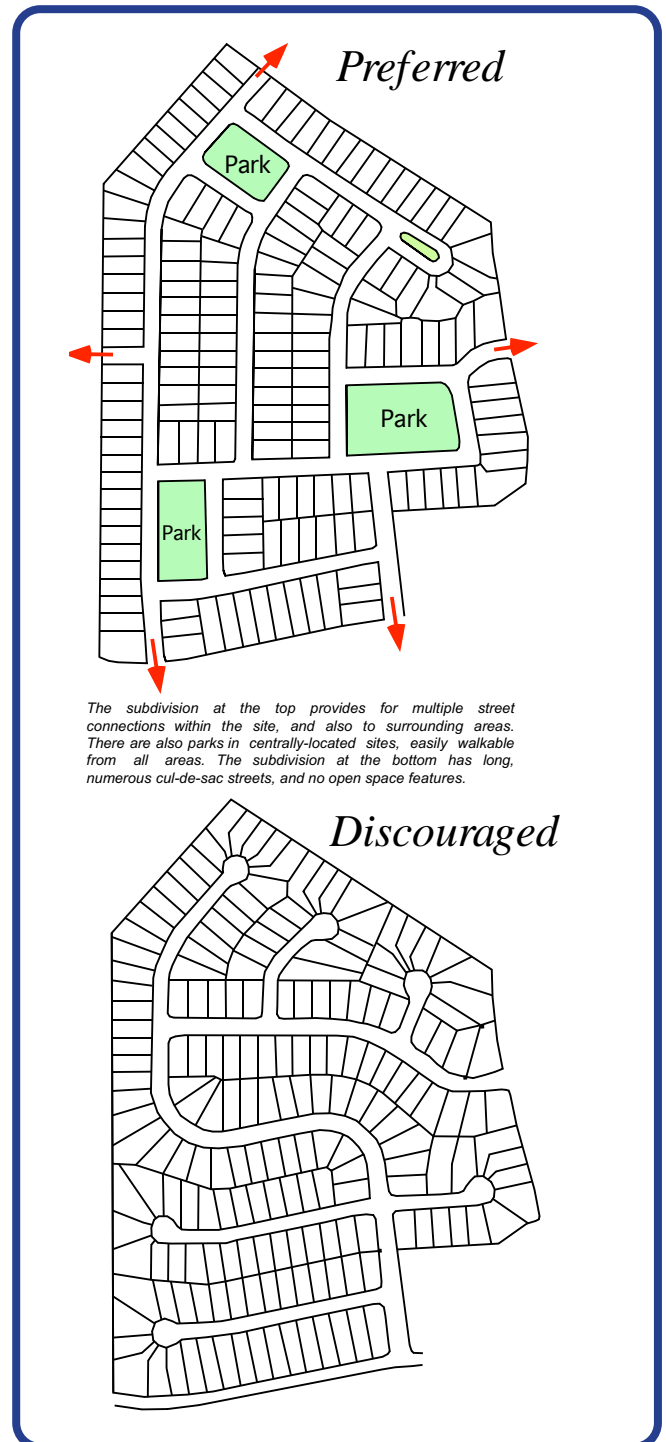
The purpose of street connectivity is to increase the number of street linkages in a neighborhood, to improve the directness of routes, and to achieve an open street network that provides multiple routes to and from destinations. Such a network supports walking and bicycling and discourages limited access street designs (where residential subdivisions have only one or two access points).

The benefits of connectivity are many, and include improved air quality, fitness and emergency access, among others.

A well-designed, highly-connected network can help reduce the volume of traffic on arterials and collectors and improves livability by providing alternative route choices. By increasing the number of street connections, bicycle and pedestrian travel also is enhanced.

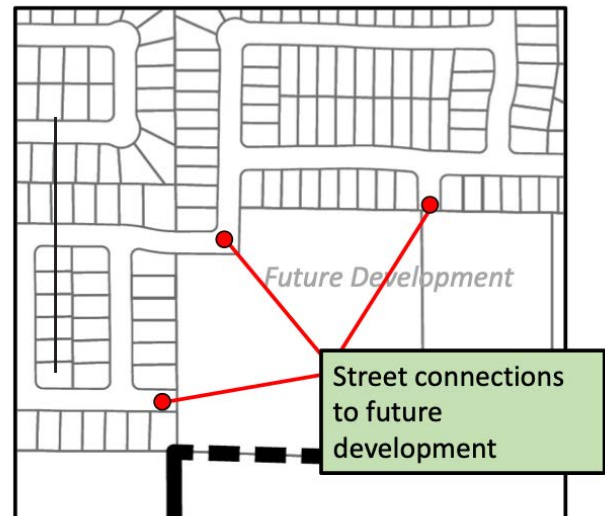
GUIDELINES

1. New subdivisions shall exhibit a high degree of street connectivity, both internally (within the development) and to surrounding areas. Methodology for calculating connectivity is provided on page 2-4.
2. Subdivisions should utilize a grid (or modified grid) pattern to provide multiple route choices, for pedestrians, cyclists and motorists.
3. Streets and blocks should be as short as possibly, ideally not over 990 feet in length.

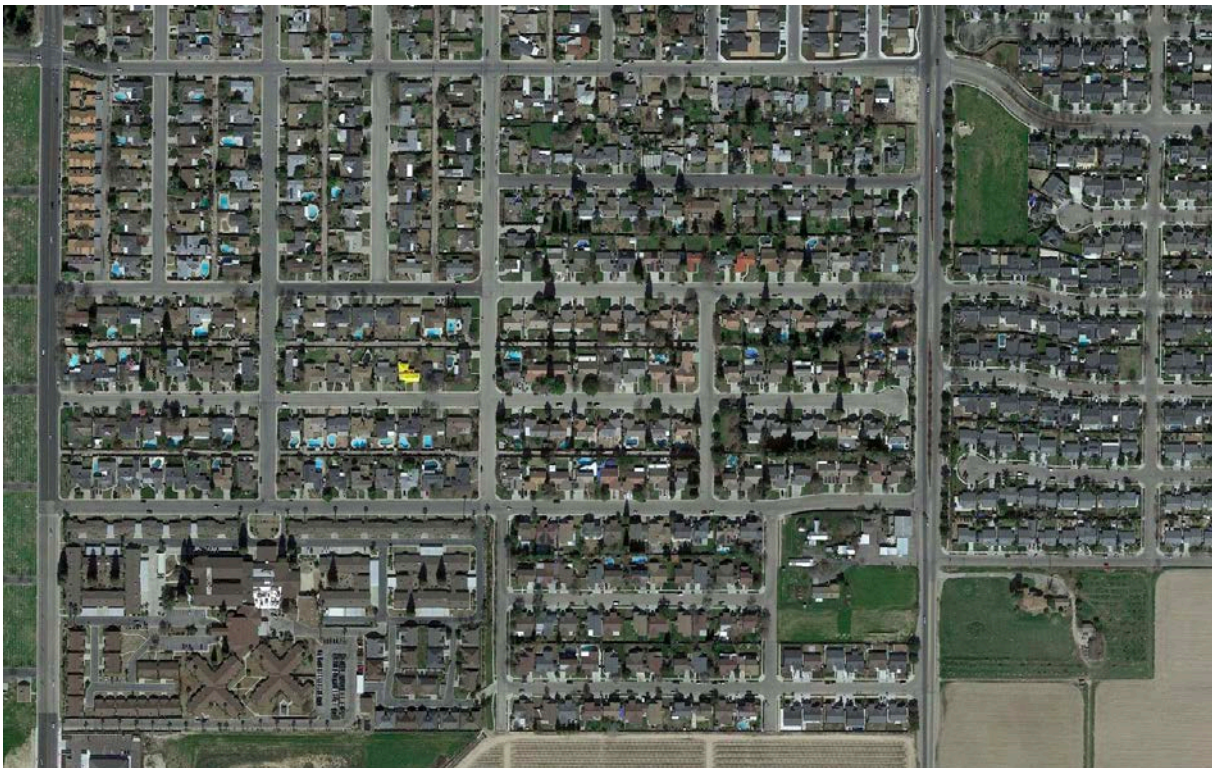


4. Where undeveloped land is adjacent to the site (such as on the edge of the City), the project should provide for future street connections to that site. In general, there should be a street connection at intervals not to exceed 660 feet along each boundaries that abuts undeveloped land.

This example shows development with streets that are stubbed to connect to future development projects.



This aerial photo shows a neighborhood with strong street connectivity.



2: NEIGHBORHOOD DESIGN

How to Calculate Street Connectivity

To achieve the goals of these guidelines, new subdivisions should exhibit a street pattern with a high degree of connectivity. Accordingly, the following methodology is provided.

The **connectivity index** is defined as the number of street segments divided by the number of nodes and segment ends (including cul-de-sacs and sharp curves with 15 mph design speed or lower). The higher the connectivity index, the more connected the road network.

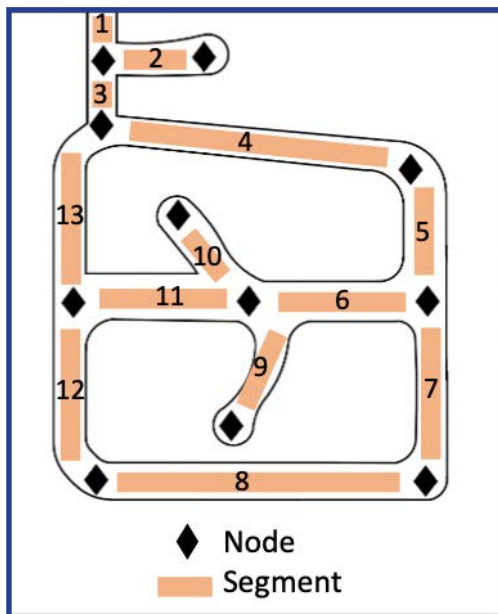
The street network of a given project should have a minimum connectivity index of 1.4. A connectivity

index of 1.4 to 1.8 represents an acceptable street network. The optimal connectivity index for a highly-connected street network is 2.5.

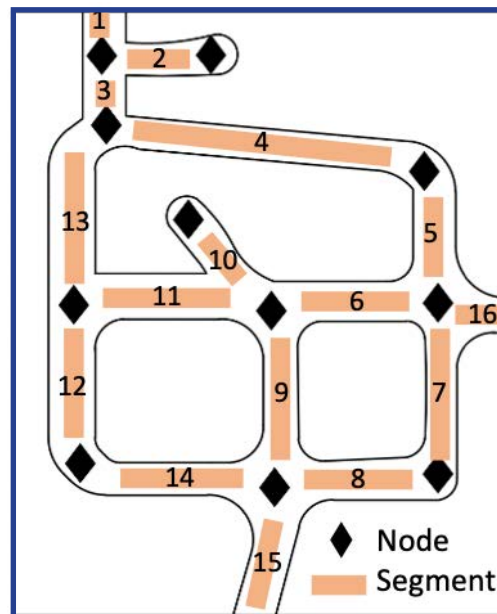
The connectivity index is calculated as follows (see also graphic example below):

- Count the number of nodes. Nodes are any point of intersection of two or more streets or any cul-de-sac ends.
- Count the number of street segments. Segments are the street links that connect nodes.
- Divide the number of segments by nodes to determine the Connectivity Index.

Street Connectivity Calculation Examples



(13) segments ÷ 11 nodes
= 1.18 ratio



(16) segments ÷ 11
nodes = 1.45 ratio

The example on the left has 13 segments and 11 nodes; $13 \div 11 = 1.18$ connectivity index. The example on the right has 16 segments and 11 nodes for a connectivity index of 1.45.

Parks and Open Space

Where parks are provided, they should be centrally-located within the development, to act as a focal point and to be easily-accessible to all residents. Parks should never be located in an edge location or parcel that was otherwise unuseable for development.

NEIGHBORHOOD WITH PARK CENTRALLY LOCATED

Example of a park centrally-located in the neighborhood that it serves.



"The Dinuba Parks and Recreation Plan can be accessed here"

2: NEIGHBORHOOD DESIGN

Projects should be designed so that homes face onto the park – thereby providing added security by ensuring there are “eyes on the park” at all times. To further the goal of visibility, parks should have streets bordering them on all sides, to the extent practical.



**“DO” - Home face into Park,
Creating “Eyes on the Park”**

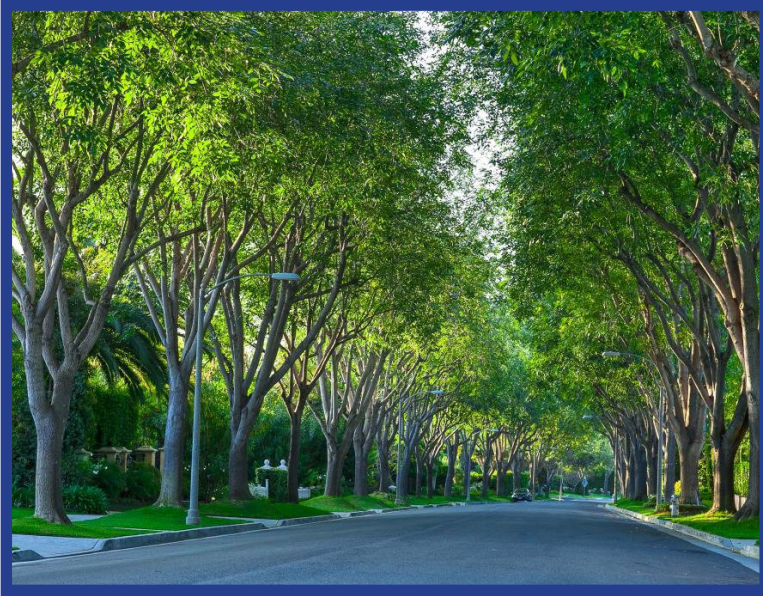


“DON’T” - Home face Away Park

EXAMPLES

Street Design

The livability of neighborhoods is critically dependent on the proper design of streets. Streets must be designed to function for all users, including pedestrians, cyclists, disabled residents, as well as motorists.

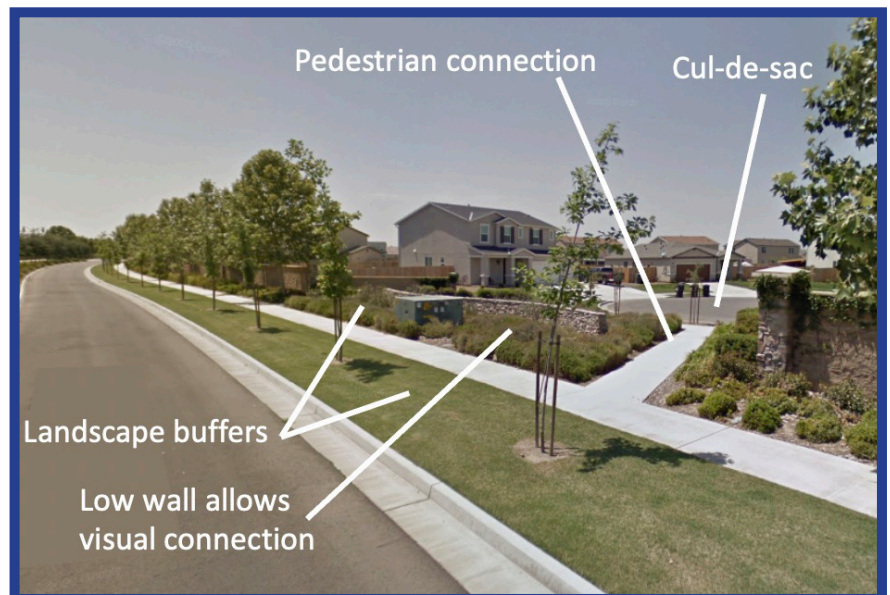


- *Tree shading makes street (and neighborhood) cooler in summer - less heating requires less cooling - saves energy*
- *Cooler neighborhood promotes walking and cycling*
- *Cars go slower - safer for children, pedestrians and cyclists*
- *Trees remove CO2 and other pollutants from the air*
- *Shaded pavement lasts longer*
- *Reduces storm-water runoff*
- *Can result in higher property values*

ENCOURAGED ↑

DISCOURAGED ↓

- *Street is hotter in summer requires more energy use to cool homes.*
- *Hotter temps make it less pleasant for walking/cycling*
- *Cars go faster - less safe*
- *No trees to cleanse air and reduce CO2*
- *More storm-water runoff*
- *Unshaded pavement does not last as long*
- *Property values not as high (all other things being equal)*



2: NEIGHBORHOOD DESIGN

The following guidelines should be observed for livable streets:

1. Streets should be tree-lined and shady, to provide cooling and to slow traffic.
2. Developments should feature relatively short block lengths (no longer than 600 feet in length), to preclude speeding.
3. The City will consider narrower street widths for streets on shorter blocks (typically those shorter than 400 feet).
4. The use of streets with cul-de-sacs should be limited to where needed due to unusual property boundaries, shapes or other constraints.
5. Traffic calming devices should be used where appropriate, including bulb-outs, median islands with pedestrian refuges and roundabouts/traffic circles.

"Cars go slower - safer for children, pedestrians and cyclists"



RAISED CROSSWALK

TYPICAL TRAFFIC CALMING DEVICES



LANDSCAPED ROUNDABOUT



LANDSCAPED CURB EXTENSION/BULBOUT



LANDSCAPED MEDIAN DIVIDER WITH PEDESTRIAN REFUGE

Pedestrian and Bicycle Connections

Pedestrian and bicycle circulation will be considered in project design and evaluation on an even footing with motor vehicle circulation. There should be a strong degree of connectivity in pedestrian and bicycle networks, both within developments and to surrounding areas.

Guidelines for the inclusion of pedestrian and bicycle pathways include the following:

1. Sidewalks should be separated from the street by a wide, landscaped parkway that includes shade trees.
2. Off-street pedestrian/bicycle trails should be wide and shaded by large trees.
3. Trail systems should be designed to minimize the number of street crossings.
4. Trails and walkways should be designed to lead to important destinations, such as shopping, schools, parks and the downtown area.
5. Where canals exist, consideration should be given to routing a trail within the right-of-way (see Canals on page 2-14).
6. Where perimeter block walls are situated around a development, there should be openings to allow walking and cycling from the site to the exterior. In particular, where a cul-de-sac exists it should provide an opening for such access.



Example of a cul de sac (to the right) that has a sidewalk connection to the street to the left.



2: NEIGHBORHOOD DESIGN

Project Entry and Character

Site amenities, entries and features should be coordinated to complement one another and to create an attractive appearance.

1. A combination of the following accent features should be incorporated into the project entry:

- Ornamental landscaping;
- Landscaped entry medians;
- Architectural monuments;

- Decorative walls;
- Monument and/or all signs;
- Decorative lighting.

2. Project entry features should reflect the overall architectural identity and character of the project.

3. Colored, textured, and permeable paving treatment at entry drives is encouraged to accentuate these areas.

EXAMPLES

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A neighborhood entrance combines a variety of elements including a monument sign, landscaped median island, accent lighting, special walls, landscaping and walkways, among other features.

Fences, Walls, and Other Amenities

The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance.

Sound walls should not have a single monotonous design. Periodic entries help to minimize walking distances, connecting bike paths along major roads. The following design features are encouraged:

1. Landscaping and berms to minimize the visual impact of long continuous sound walls.
2. Insets and variation in wall plane and pattern.
3. Additional landscape setbacks, street trees and accent trees at entries to improve the appearance of sound walls.
4. Climbing vines to beautify walls and prevent graffiti.
5. Concrete capstones on stucco walls to visually accent and to help prevent water damage from rainfall and moisture.

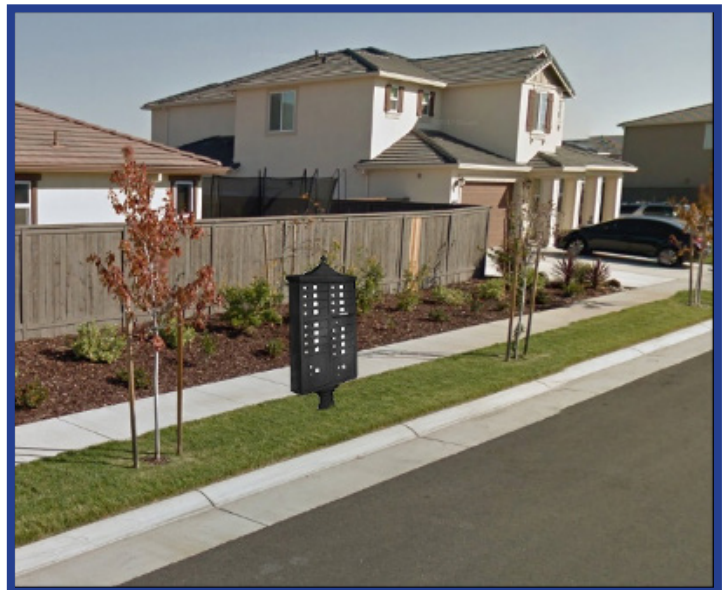
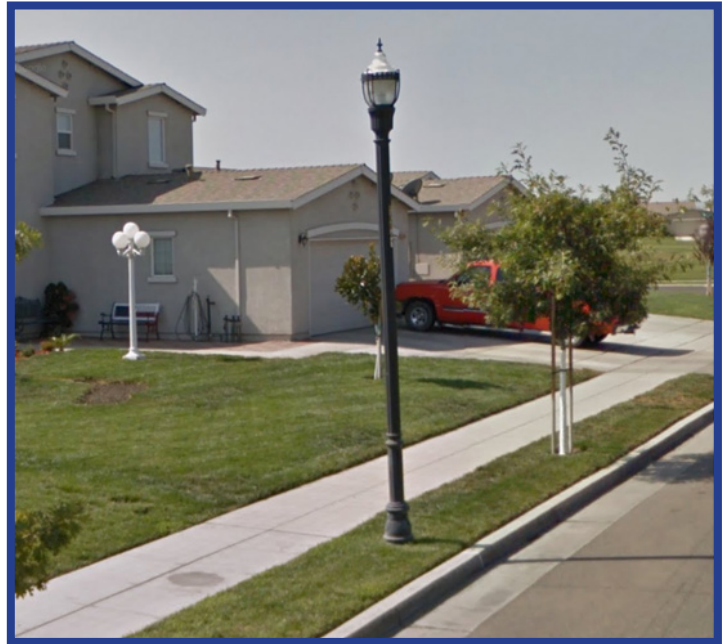


Landscaping and shade trees along a perimeter wall that features architectural elements (capstones with pilasters).

2: NEIGHBORHOOD DESIGN

Street Lamps and Signage

1. Street lamps should help to reinforce the pedestrian-oriented character of the neighborhood. With that in mind, new developments should utilize decorative, antique-style street light fixtures.
2. Street sign posts should be painted gloss black.
3. Mailboxes may be clustered in accordance with U.S. Postal Service standards. Clustered mailboxes should be architecturally enhanced and carefully placed to not adversely affect the privacy of residents and serve the needs of the US Postal Service.



EXAMPLES



Storm Drain Facilities

Storm drainage basins must be attractive and blend aesthetically into the neighborhood they serve.

Storm drain facilities serving new development projects must be consistent with the Dinuba Storm Drain Master Plan. The City seeks to avoid small, unlandscaped drainage basins sprinkled around neighborhoods. Storm drain facilities must be attractive and, when practical, incorporated into parks and open space recreation facilities. The need for ponding basins can be reduced through the use of Low Impact Design storm drain schemes - where landscaping for a project is designed to absorb storm drainage, through the use of swales and rain gardens.

1. Storm drain basins shall be developed consistent with the Dinuba Storm Drain Master Plan.
2. Storm drain basins shall be landscaped.
3. Storm drain basins should be developed as part of parks and open space recreation facilities.
4. Chain link fencing around storm drain basins shall be finished in gloss black or green.
5. Low Impact Development Design.

EXAMPLE



Example of a park designed with a swale to accept storm drainage.

2: NEIGHBORHOOD DESIGN

Canals and Waterways

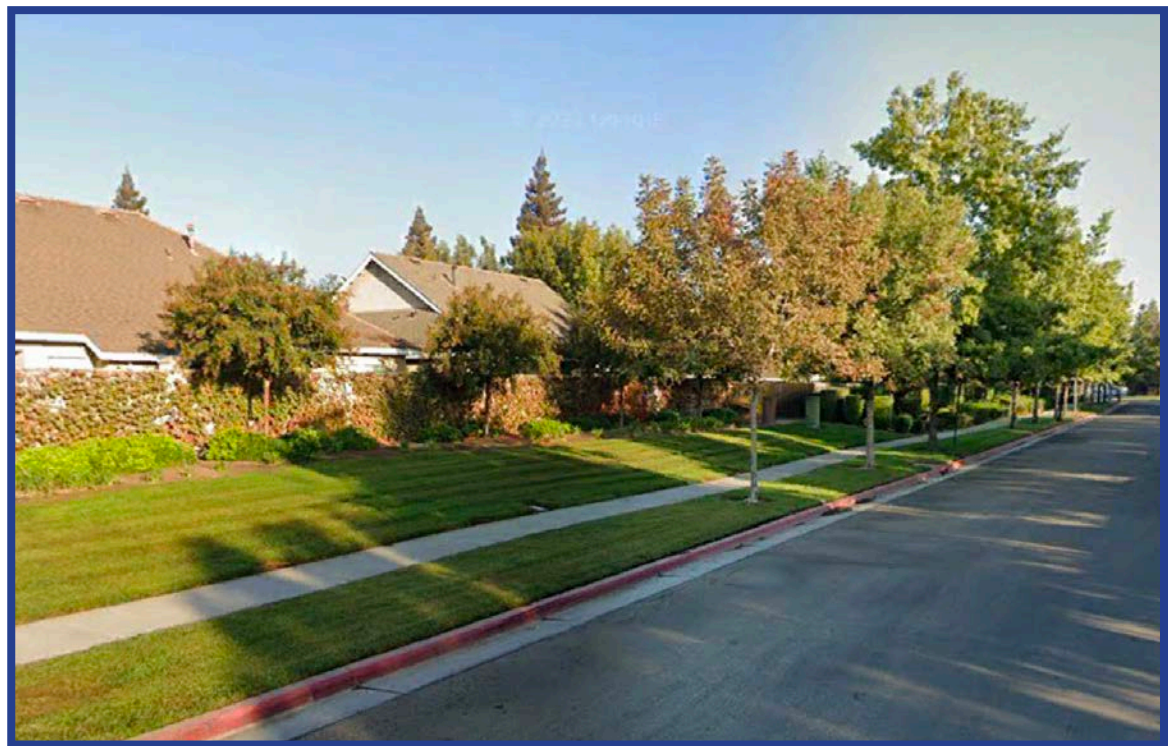
There are a number of canals that traverse Dinuba and these must be incorporated into project designs. Alta Irrigation District typically requires canals be piped and buried; however, the space above and around them must remain open, with no structures. Landscaping can be placed within the canal right-of-way and this provides an opportunity for trails and linear parkways.

1. Canals shall be incorporated as open space features into neighborhood design.
2. Canal rights-of-way shall be landscaped with a combination of groundcover, shrubs and shade trees (see the Dinuba Landscape Design Guidelines).

3. Where feasible, canal rights-of-way shall be developed with multi-purpose trails (walking and cycling).
4. Developments that incorporate canal rights-of-way must coordinate the design of improvements with Alta Irrigation District.

EXAMPLE

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Landscaped
Canal Right-
of-Way

SINGLE FAMILY RESIDENTIAL DESIGN

CHAPTER ▼

3

This chapter presents guidelines for the design of single family homes in Dinuba.

As with other sections of these guidelines, the overarching recommendation is to humanize the front façade of dwellings to make more appealing and livable streetscapes.

Specific topics include:

- Relationship of dwelling to the street
- Relationship of garage to the dwelling
- Design of homes for corner lots
- Architectural styles
- Relationship to existing historic structures
- Front yard landscaping



3: SINGLE FAMILY RESIDENTIAL DESIGN

Relationship of Dwelling to the Street

Streets with long expanses of blank garage doors should be avoided. Design strategies to encourage good streetscapes include:

1. Dwellings should feature a useable front porch that dominates the façade of the home (see illustration below). The minimum porch dimensions should be at least 6 feet deep and 8 feet wide. The City will consider allowing reduced front yard setbacks for houses that feature a useable front porch.
2. Garages should be set back behind the front plane of the dwelling, or should be set back and detached entirely (see illustration below and following page). Garage doors should not extend more than half the width of the frontage of a dwelling.
3. Front doors should be situated so that they are prominently visible from the street.

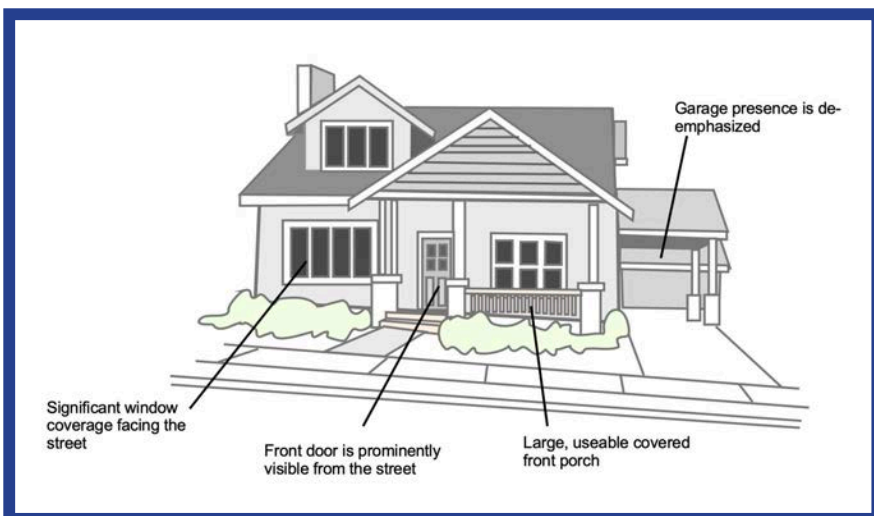
4. Front setbacks should be staggered at least every third lot an additional five feet, to create a varied streetscape.
5. Façade treatments on the front of a dwelling should be carried around to side and rear elevations, especially where a home abuts streets to the side or rear.
6. A mix of single and two-story homes should be included to provide an appealing streetscape with a variety of home types, mass, size and height.
7. Variation in roof form and changes in roof plan should be used on all structure elevations that are visible from public streets. Variation in ridgeline height and alignment should be used to create visual interest.

EXAMPLES



↑ DISCOURAGED

Streets with long expanses of blank garage doors are to be avoided.



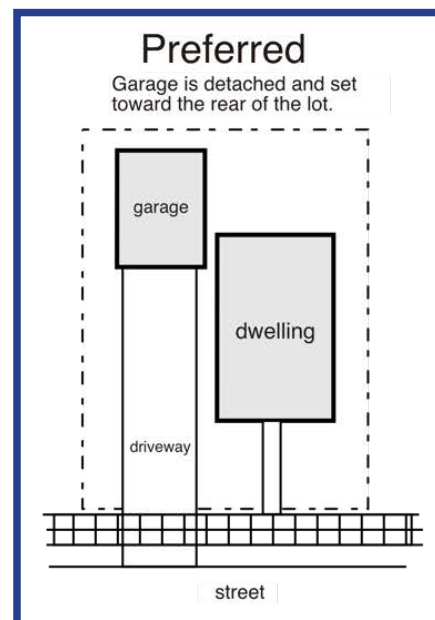
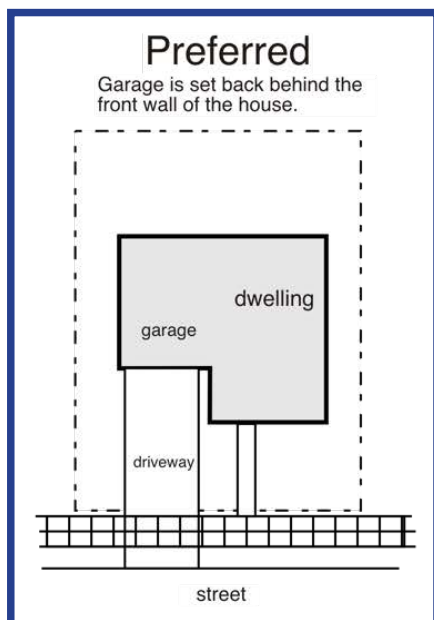
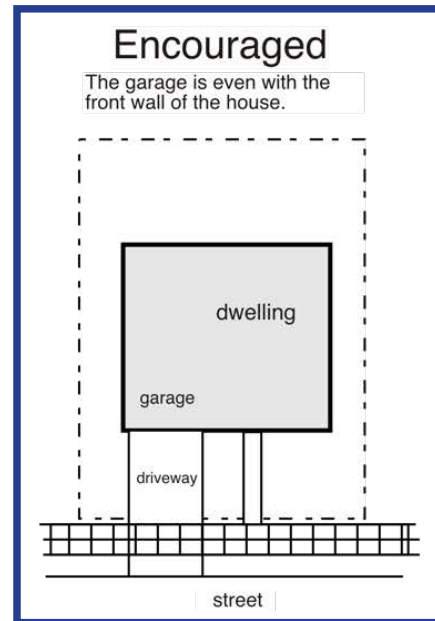
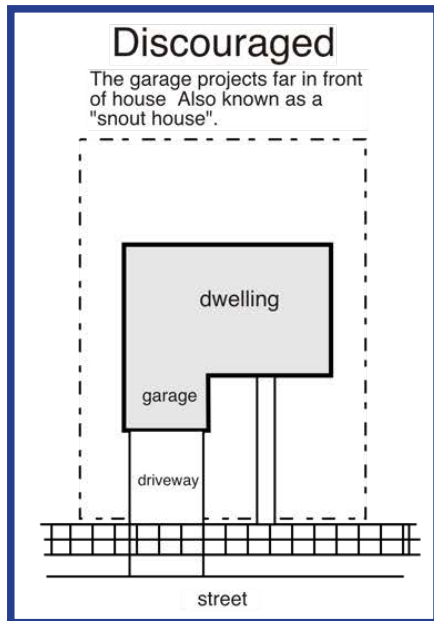
Traditional architectural styling

← ENCOURAGED

Relationship of Garage to Dwelling

1. Blank garage doors should not be the dominant visual element of a home. The following graphic shows the preferred relationship of the garage to the dwelling as a whole

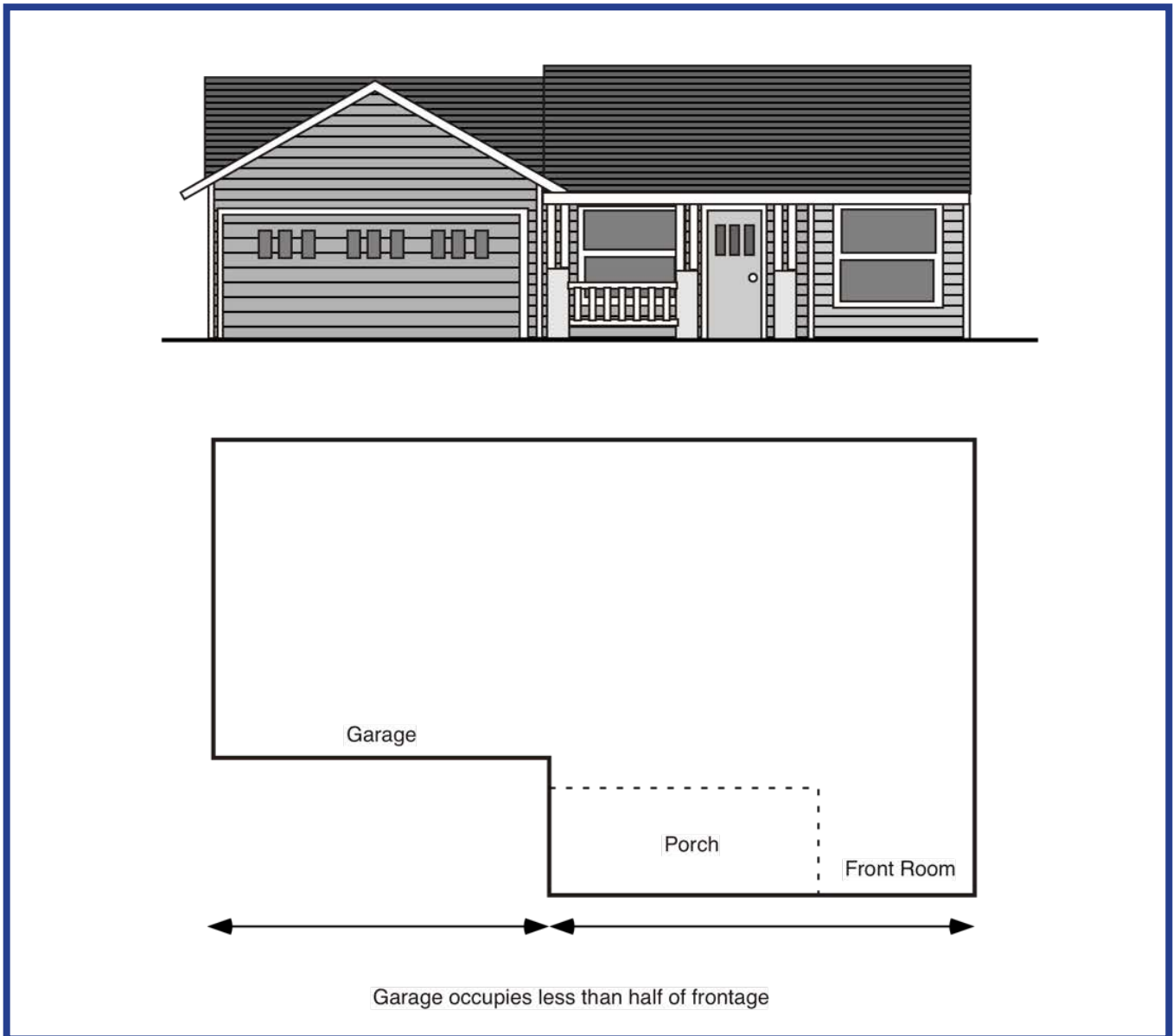
EXAMPLES



This diagram shows the preferred relationship of the garage to the house, with the point being that the garage should not dominate the streetscape. In addition, homes with an alley to the rear should position the garage to open onto the alley.

3: SINGLE FAMILY RESIDENTIAL DESIGN

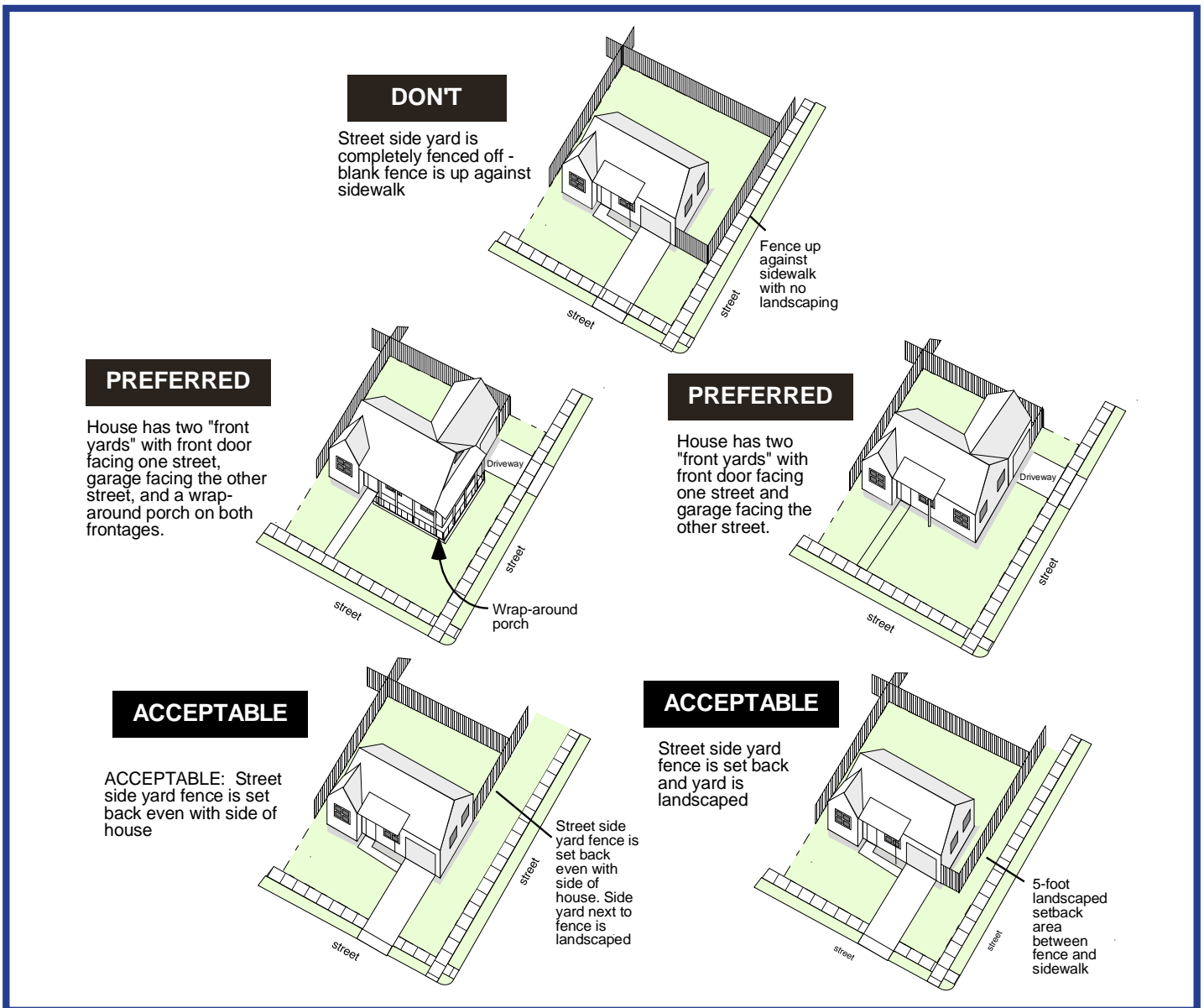
- 2. Garage doors should not occupy more than one half of the frontage of a dwelling.



Design Of Homes For Corner Lots

Corner lots present a special design challenge. To ensure that the side-yard along the street does not become a "dead" space that is an unmaintained and out-of-view area, homes on corner lots should be designed with two "front-ages" (see illustrations below). Ideally, one street frontage will feature the front door, while the other street frontage will feature the garage and driveway. This precludes a "dead" yard along the street-side yard frontage.

Where that is not possible, there are other options shown in the illustration below.



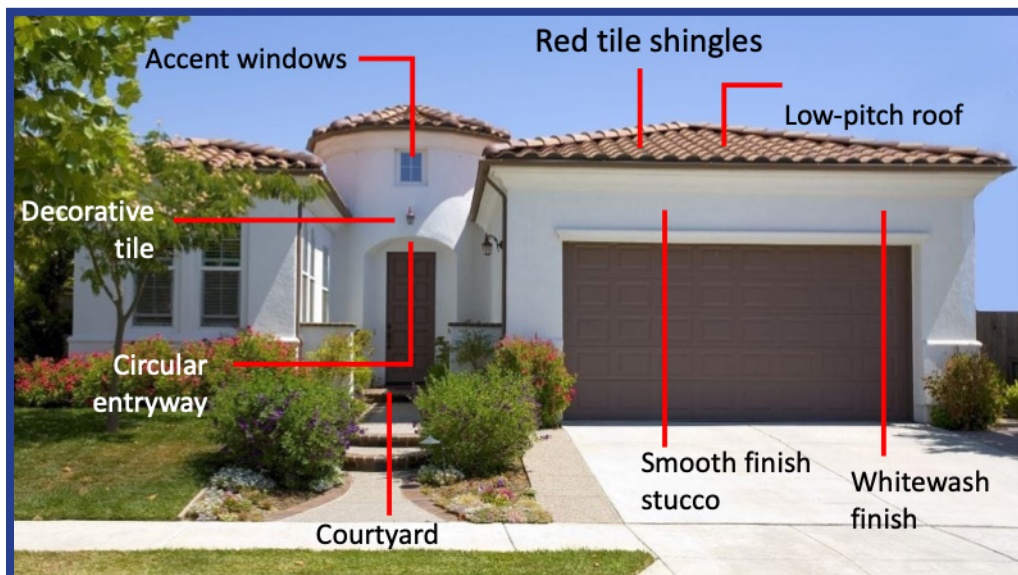
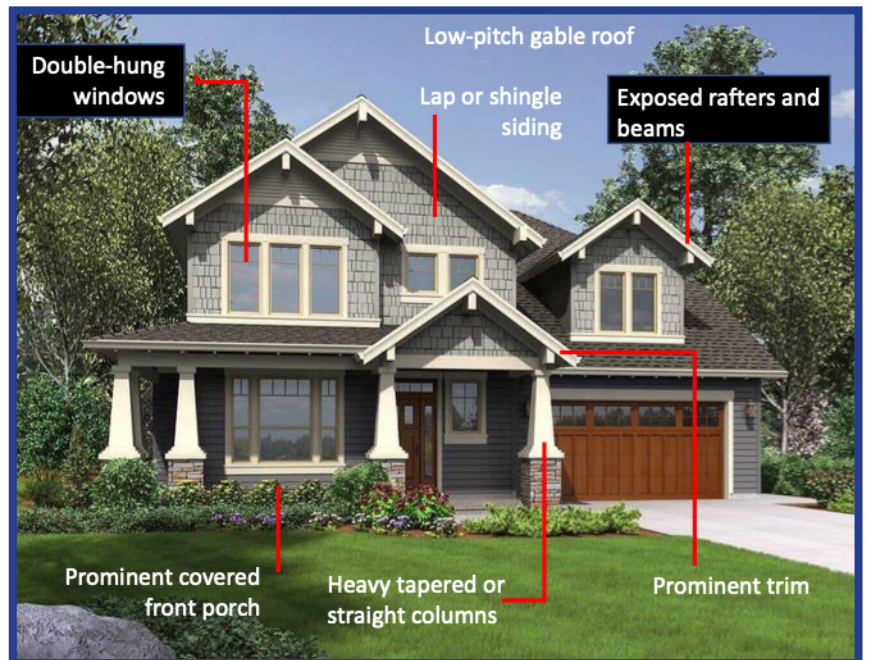
3: SINGLE FAMILY RESIDENTIAL DESIGN

Architectural Styles

There is no required architectural style for new dwellings in Dinuba; however, styles that are historic to Dinuba, the San Joaquin Valley and California are preferred and may be required for Planned Unit Development projects. Visual samples of these styles are shown below.

EXAMPLES

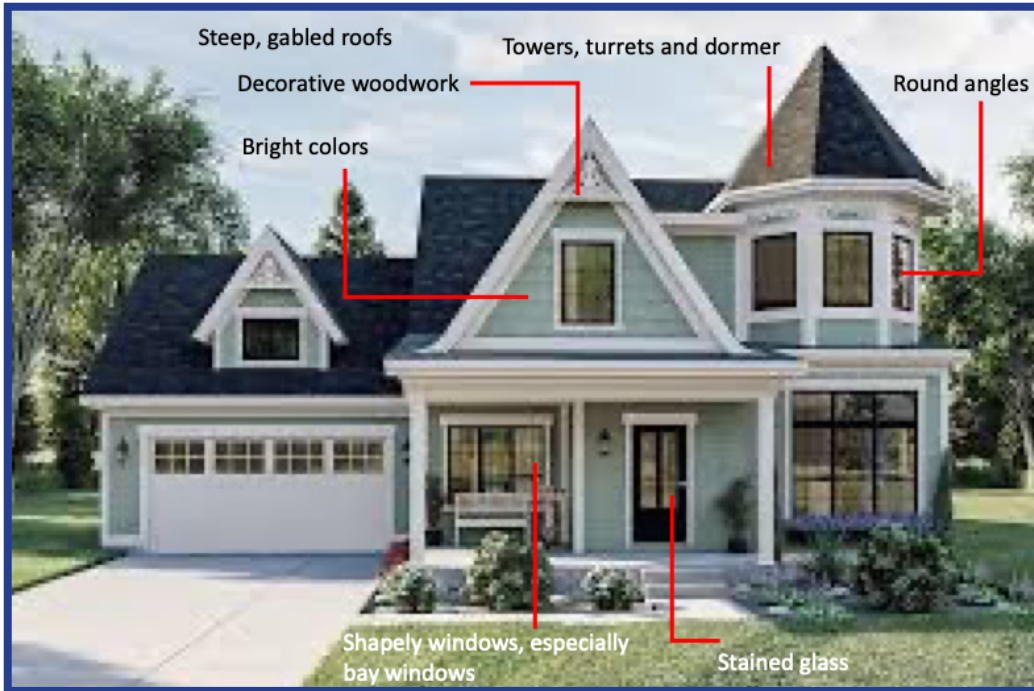
CRAFTSMAN →



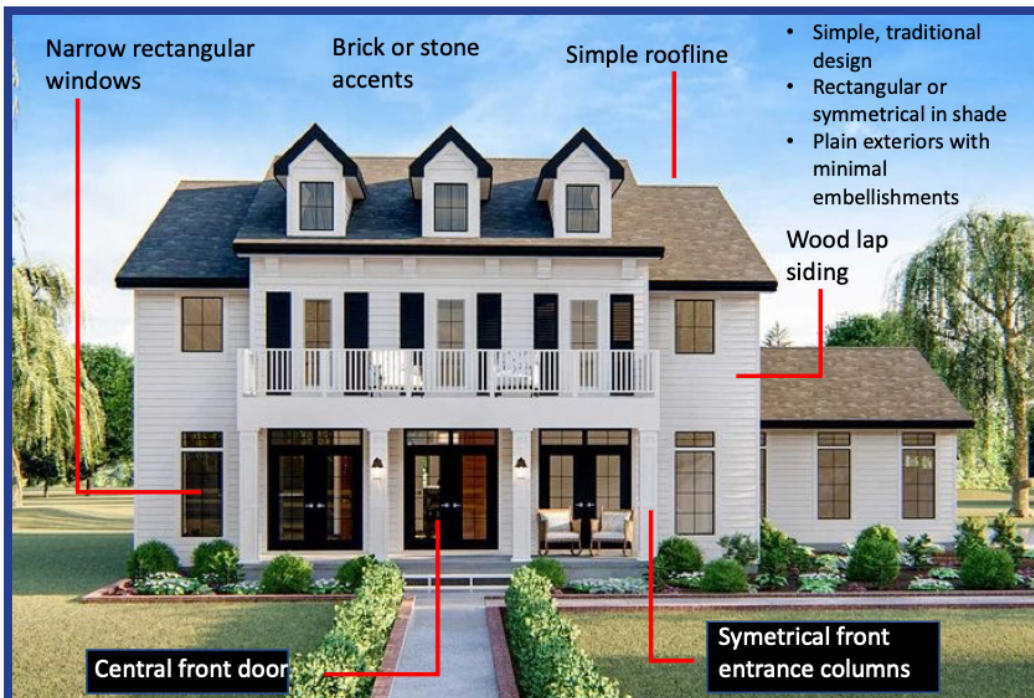
← SPANISH

EXAMPLES

VICTORIAN ↓

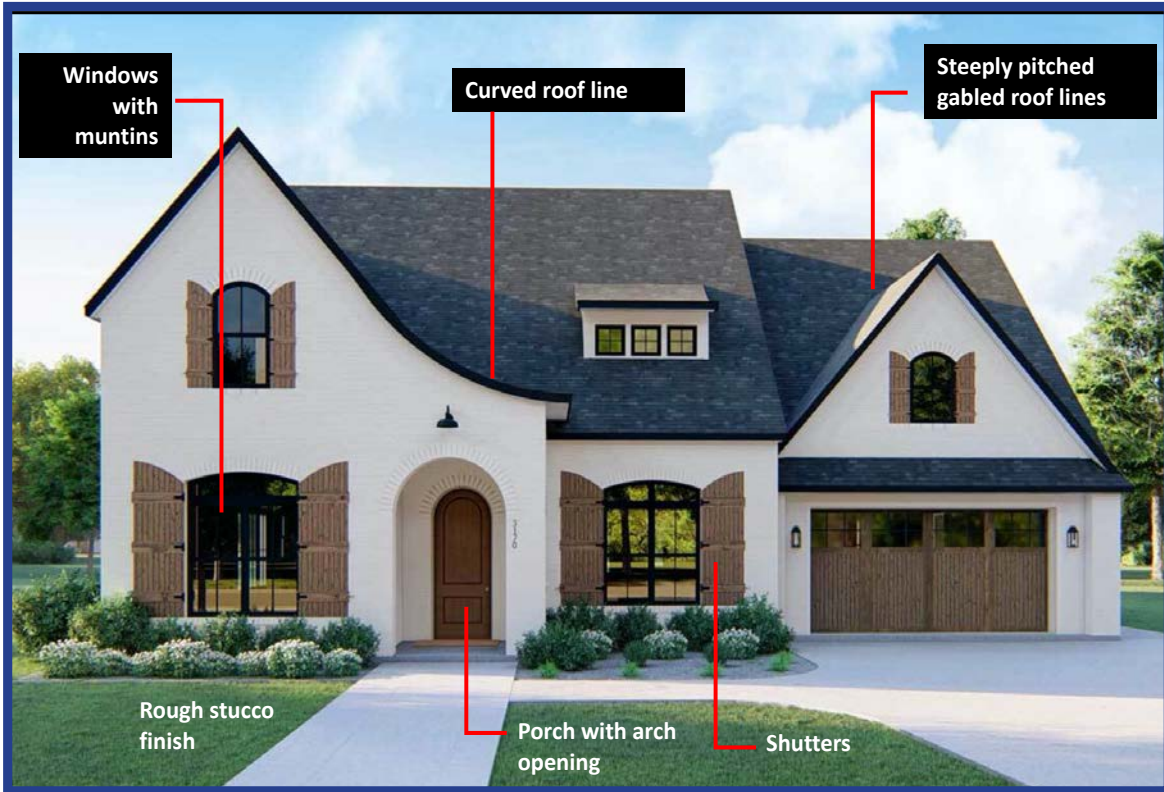


↓ COLONIAL

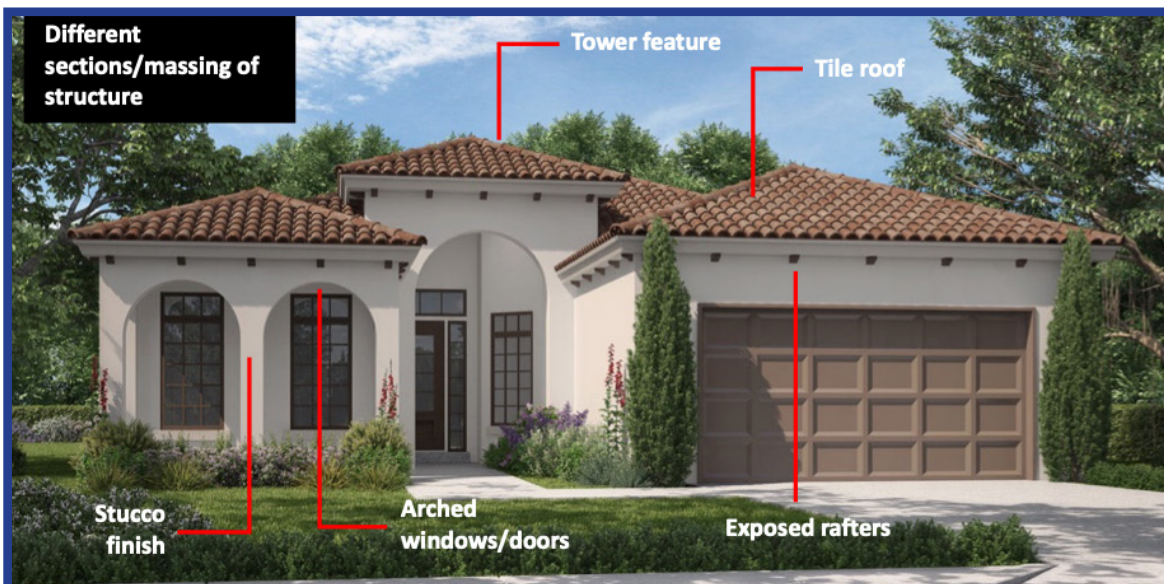


EXAMPLES

TUDOR ↓



↓ MEDITERRANEAN



New Homes in Older Neighborhoods/ Relationship to Historic Structures

New homes in older neighborhoods (with existing historic homes and homes with historic architectural styles) should seek to replicate or compliment the older, historic styles.

At the minimum, new homes must be designed to blend with the existing size and scale of adjacent older homes and demonstrate consistency with existing setbacks, scale and building massing.

1. New homes should seek to emulate or blend with historic architectural styles in older existing neighborhoods.
2. New homes should demonstrate consistency with existing setbacks, height, building form, rooflines and structural massing in existing older neighborhoods.

NEW HOME IN AN EXISTING HISTORIC NEIGHBORHOOD



A new home developed in a neighborhood of existing older homes. The new home was designed to blend well with the existing homes and includes a large useable front porch. Parking is from the rear, off the alley.

3: SINGLE FAMILY RESIDENTIAL DESIGN

Front Yard Landscaping *(also see the Dinuba Landscape Design Guidelines)*

1. Front-yard landscaping should be installed by the developer prior to occupancy. All landscaped areas should be provided with an automatic irrigation system.
2. Use of xeriscaping (landscaping that uses little water) is highly encouraged. Native vegetation and drip irrigation is encouraged to reduce water consumption for landscaping.
3. Use of turf should be minimized to increase water efficiency.
4. All landscape areas should include a mixture of deciduous and evergreen varieties, including perennials and flowering shrubs. Designs are strongly encouraged to include plant varieties that will provide seasonal color, texture and/or other special interest.



EXAMPLES



5. A minimum of 40% of the front yard area should be landscaped with a combination of trees, turf or shrubbery. Hybrid Bermuda, or other grass that requires a minimum of water is encouraged. Plant material should be varied in size, shrubs from one to five gallons, and trees from 15 to 25 gallons.
6. Deciduous trees should be planted along south and west facing walls to allow solar access during the winter.
7. Alongside drives a minimum 1.5-foot to 2-foot wide landscape strip should be provided along the property line.

MULTI-FAMILY RESIDENTIAL DESIGN

CHAPTER ▼

4

Great care must be taken to ensure that multiple family residential projects blend with the community and do not negatively affect the neighborhood.

The guidelines include the following:

Large Site Design Strategies

- Building orientation to streets
- Porches
- Circulation
- Building architecture and design
- Pedestrian Connections
- Project entry
- Open Space/Recreation features
- Parking
- Carports

Small Site Strategies

- Building location
- Parking
- Building Architecture/Design



These guidelines are divided into strategies for large apartment “complex” sites and also small, infill multi-family projects.

Regardless of the size of the site, it is critical that projects be designed to integrate well into the surrounding neighborhood.

4: MULTI-FAMILY RESIDENTIAL DESIGN

Large Site Design Strategies

Large multi-family complexes must be designed to blend with the surrounding neighborhood and not overwhelm the surrounding area by virtue of scale and street presence.

Building Orientation to Streets

Large projects should be designed so that buildings front onto the street with porches and balconies, with parking behind the building. Projects should not be "walled off" from the street.

OPEN TO THE STREET

These apartments open onto the public street with front doors, windows and large, useable porches.



ENCOURAGED →



This apartment complex is walled off and turns its back to the neighborhood

↑ **DISCOURAGED**

Building Architecture and Design

Similar to the guidelines for single family homes, architectural styles for multi-family residential developments should reflect the historic of the Central Valley and California. Generic, contemporary, “placeless” styles are discouraged in favor of historic styles like Spanish, Craftsman, Victorian, and Mediterranean architectural styles, among others.

PREFERRED ARCHITECTURAL STYLES

CRAFTSMAN ↓



SPANISH ↓



COLONIAL ↓



MEDITERRANEAN ↓



VICTORIAN ↓



TUDOR ↓



4: MULTI-FAMILY RESIDENTIAL DESIGN

Other multi-family building design strategies include:

1. Integrate architectural elements and building articulation that is similar to the surrounding neighborhood.
2. Use similar/complimentary colors, details, and finish materials as those in the adjacent neighborhood.
3. Use building shape and massing that conforms to existing neighborhood scale.
4. Varied front setbacks within the same structure with staggered unit plans.
5. Varied rooflines (especially where the building exceeds 20 feet in height). Roof lines of large buildings should be varied to reduce apparent scale and mass. Use of overhanging eaves, parapet wall details and three dimensional cornice treatments can enhance character of the roof line area.
6. Use of reverse building plans to add variety. Also, architectural treatments should be applied to all sides of each building.
7. Variation in exterior color of adjacent units, groupings of units or buildings.
8. Stairways should be designed as an integral part of the overall structure and should incorporate materials used in the main building. Exposed "motel-style" prefabricated stairways composed of concrete and open wrought-iron railing are discouraged.
9. When adjacent to single family homes, side and rear areas should allow for a sufficient planter area to buffer impacts and screen undesirable views.
10. Utilities should be screened from view of the street right-of-way. HVAC units should be located away from porches and patios and screened through the use of landscaping, walls, etc. HVAC units should be ground-mounted (not placed on rooftops).



Variation in wall planes, colors and massing helps to soften the appearance of an otherwise large multi-family building.

4: MULTI-FAMILY RESIDENTIAL DESIGN

Circulation and Pedestrian Connections

Circulation design for large multi-family projects should ensure safety for all users of the site as well as emergency responders (police and fire). Circulation must be designed to provide good accessibility to all areas of the site, but must preclude layouts that encourage high vehicle speeds.

1. Circulation patterns within the site must provide good vehicle, bicycle and pedestrian access to all areas.
2. Straight-line aisle/drive segments should be

limited in length to prevent high driving speeds.

3. Traffic calming methods should be employed where appropriate, including:

- Traffic circles
- Bulbouts
- Speed tables
- Others



4: MULTI-FAMILY RESIDENTIAL DESIGN

Pedestrian Connections

The design of large multi-family complexes should provide for thorough pedestrian connections throughout the site and to the adjoining neighborhood.

1. Site planning should ensure appropriate pedestrian connections throughout the complex and to adjoining neighborhoods.
2. Walkways should be shaded where possible.
3. Walkways must be well-lighted at night, with pedestrian-scale light fixtures.
4. Walkways should avoid crossing vehicle drives and parking aisles where visibility is poor and safety may be compromised.
5. Walkway entries to the site from adjacent public streets may be accented by landscaping, low walls, decorative arbors and other amenities.

Project Entry

Vehicle drive entryways to multi-family sites should enhance the attractiveness of the project through landscaping, median dividers, signage, lighting and other amenities, as appropriate.

1. Vehicle entries should make a positive statement and include amenities such as:
 - Landscaped median island
 - Generous landscaping throughout
 - Signage
 - Walls
 - Stamped/colored paving
 - Lighting and
 - Other amenities

Example of a multi-family entry with landscaped median island, signage, walkway and other features.



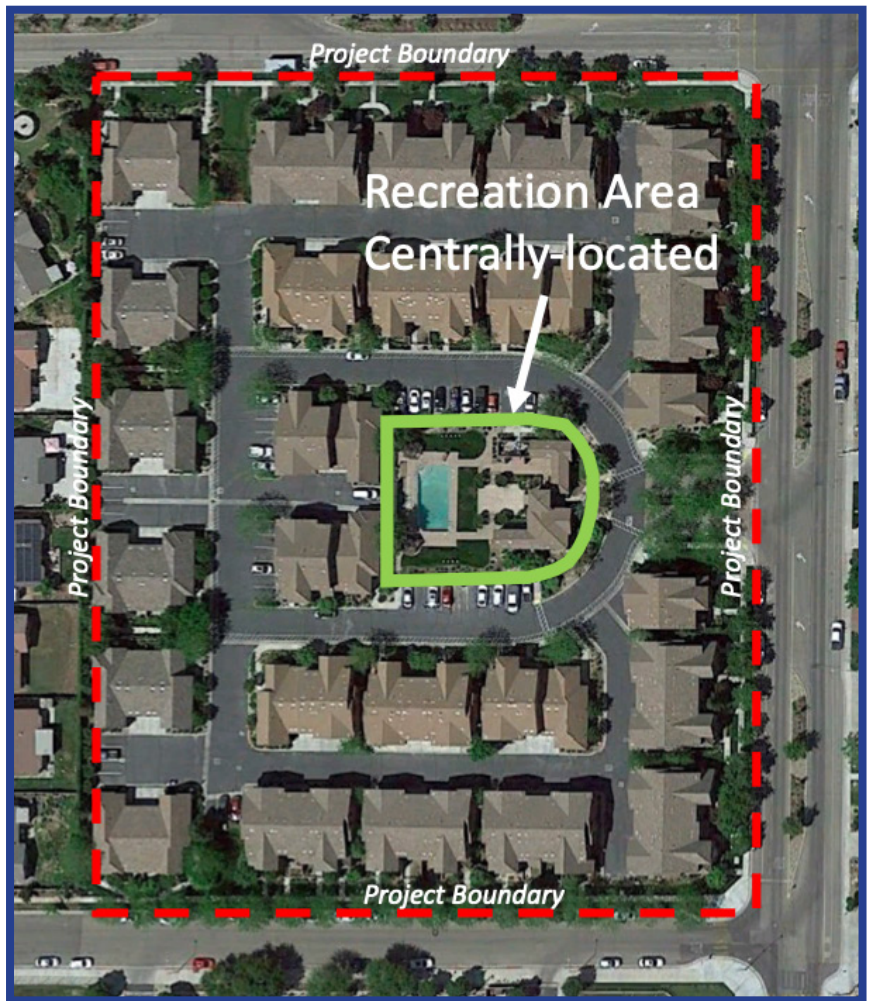
Open Space/Recreation Features

In addition to standards for open space provided in the Dinuba Zoning Ordinance, new multi-family projects should ensure an attractive design through the generous placement of open space and recreational facilities.

1. Open space should be evenly distributed through the project site and feature useable, attractive amenities, such as:

- Landscaping, including abundant shade trees
- Lawn areas for active play
- Active play facilities, such as tennis courts, volleyball courts, grassy open play areas
- Swimming pool
- Clubhouse
- Barbecues

Centrally located clubhouse with swimming pool



4: MULTI-FAMILY RESIDENTIAL DESIGN

Parking and Carports

Standards for parking in multi-family developments are contained in the Dinuba Zoning Ordinance.

Design guidelines for parking include the following:

1. Parking spaces must be conveniently located to the units that they serve.
2. Long rows of parking should be broken up into smaller groupings.
3. Parking areas must be softened with landscaping and shade trees (see the Dinuba Landscape Design Guidelines). Where parking is located adjacent to a public street there should be generous landscape screening.

4. Parking may be accented with decorative features, such as areas of stamped/colored concrete.

Carports

Carports should be designed as an integral part of the overall appearance and function of the site.

1. Carports should be designed to complement the aesthetic character of the buildings. Towards this end, carports with gabled roofs are preferred over flat-top carports.

CARPORT WITH GABLED ROOF WITH TILE SHINGLES



Trash and Recycling Enclosures

Trash and recycling facilities should be designed to enhance the appearance of the site, as follows:

1. Trash enclosures should feature an overhead decorative arbor utilizing heavy timbers.
2. Landscaping should be designed so that vines or similar plant material can be trained to grow up the exterior sides of the enclosure for beautification and graffiti prevention.
3. Enclosures should feature a pedestrian pass-thru, so residents don't need to open the gates to access dumpsters.
4. Trash enclosures should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries and the street.

TRASH ENCLOSURE WITH DECORATIVE ARBOR



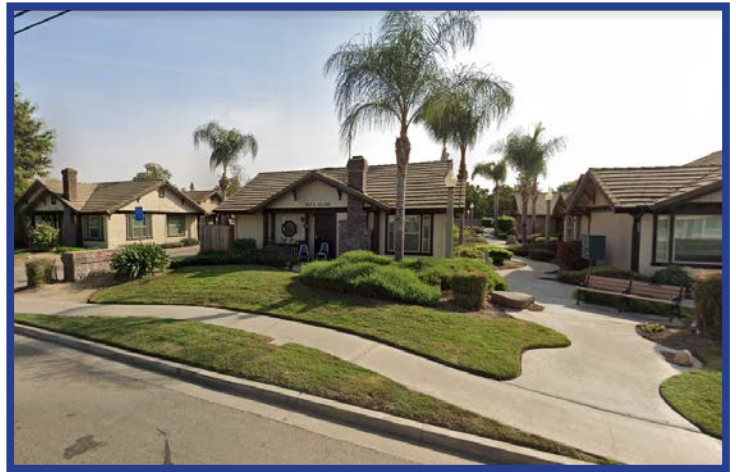
4: MULTI-FAMILY RESIDENTIAL DESIGN

Small Scale and Infill Sites

This section applies to the design of multi-family projects on small sites and infill locations – typically where the site is virtually surrounded by existing residential development. Often these sites are in older and historic neighborhoods. With this in mind, it is critical that multi-family projects on infill and small scale sites be designed to blend with the surrounding neighborhood. In particular, multi-family development on small/infill sites should not be dominated by parking on the front of the site.

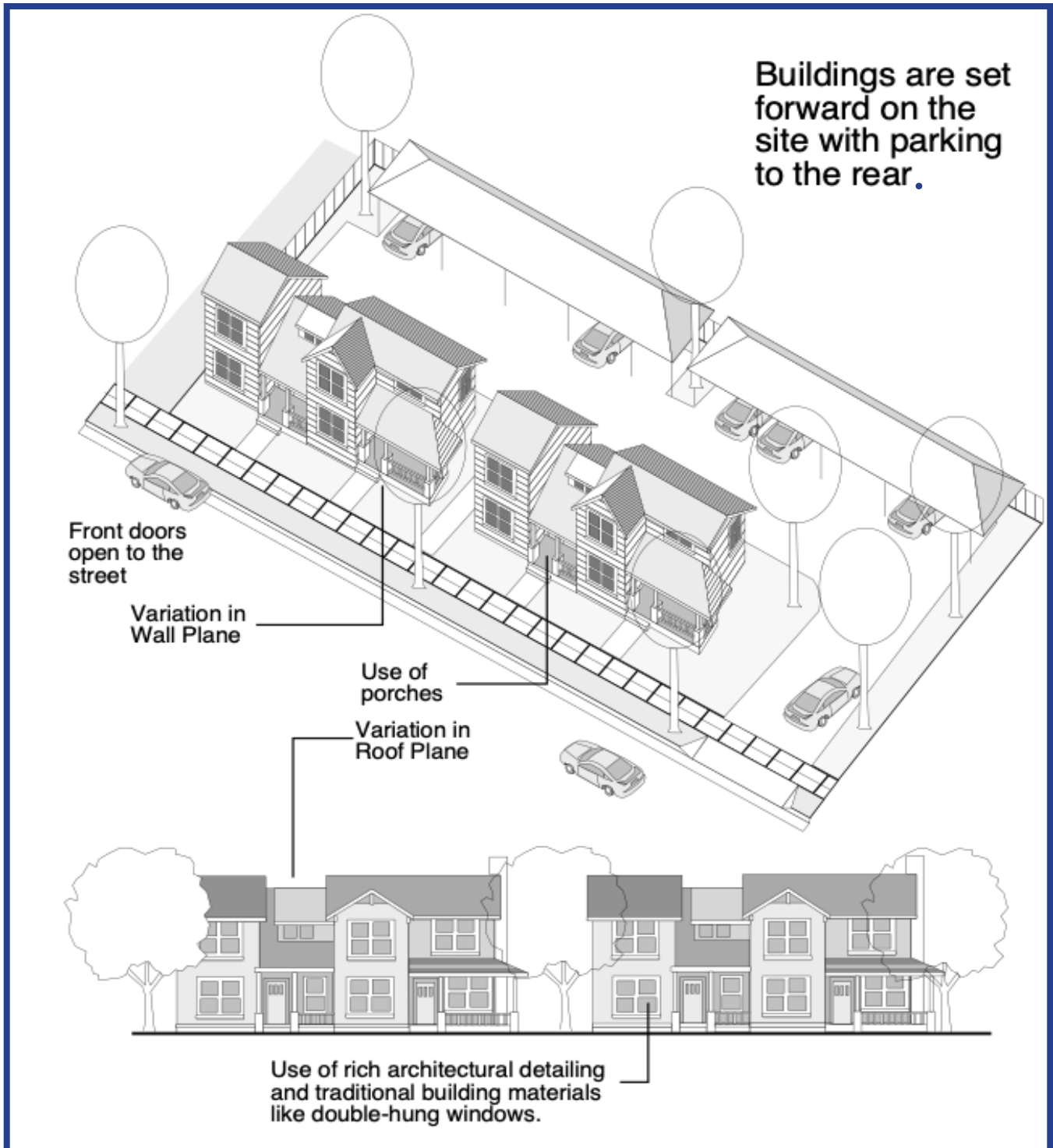
1. The project should be designed to harmonize with surrounding development in terms of scale, setbacks, location of buildings on the parcel, etc.
2. Along the site frontage, buildings should generally be placed forward on the site, with parking to the rear (or to the side). Where a site abuts an alley, parking should always be situated off the alley.
3. Buildings should front onto the public street with front door, windows and large useable front porches, to allow residents to participate in neighborhood life.
4. Architectural styles should mirror the best of the surrounding neighborhood, and styles that are historic to the valley and California are preferred, including Craftsman, Spanish, Victorian, Tudor and other native historic styles.

VIEW FROM THE STREET



Example where buildings are placed on the front of the street with parking to the rear. Each unit features detailed Craftsman-style architecture, with front porches, doors and windows opening to the street.

BUILDING/PARKING PLACEMENT



APPENDIX - A

Dinuba General Plan Policies Related to Residential Design

The following policies regarding urban design are excerpted from the Dinuba General Plan.

LAND USE ELEMENT

OBJECTIVES

- A. Promote stable high quality residential neighborhoods
- B. Encourage new residential neighborhoods that have the desirable characteristics of traditional small town neighborhoods.

POLICIES AND STANDARDS

- 1.19 Neighborhoods should be designed, with emphasis placed on high-quality construction and innovative architecture, to provide a "sense of place" and preserve the City's small-town character while offering a choice of residential densities and costs that meets the varying needs of residents.
- 1.20 New single family houses, duplexes and townhouses will be encouraged to include front porches in their design.
- 1.21 Garages for new single family houses, duplexes and townhouses should be subordinate in visual importance to the house itself, especially the entry. This should be achieved by encouraging the location of garages toward the back of properties, encouraging detached garages, requiring garages to be set back from the front edge of the house and encouraging the orientation of garage doors 90 degrees from the street.
- 1.22 Neighborhoods should be physically connected to one another via a series of Minor Collector roadways and pedestrian paths, and all residents should be within a short walk or drive of retail and other services. New development shall coordinate with the irrigation districts regarding the usage of district facility corridors as walking/bicycle paths available for public use.
- 1.23 Planting strips will be encouraged on all residential streets with sidewalks a sufficient width to allow for street trees between the curb and the sidewalk.
- 1.24 Commercial uses may be located either in the center or at the periphery of neighborhoods, and should be integrated with residential uses and designed to be as accessible and appealing to pedestrians as possible, in order to encourage walking and biking.

Appendix A: General Plan Policies

CIRCULATION ELEMENT PEDESTRIAN FACILITIES

OBJECTIVE

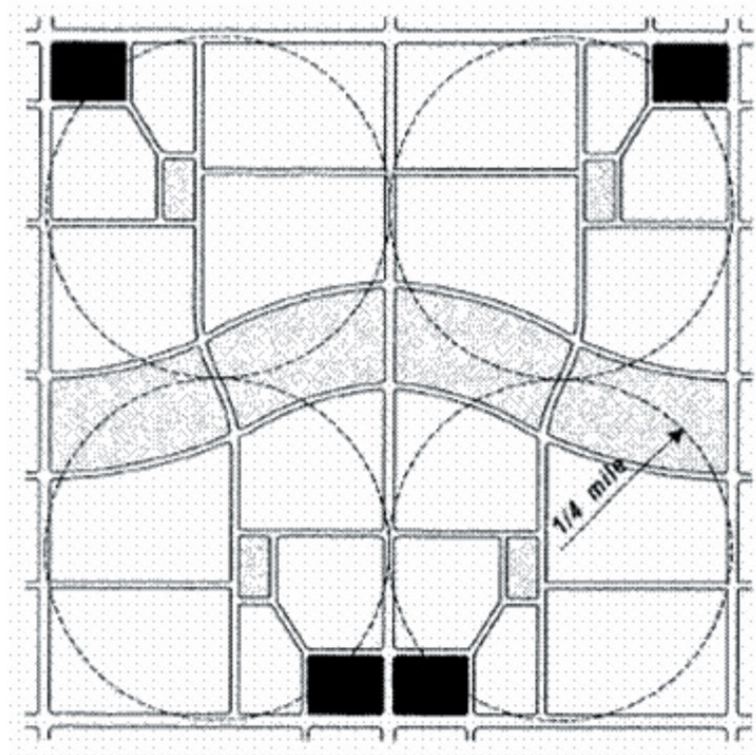
Provide a safe walking environment for pedestrians.

- 2.72 Where security walls or fences are proposed for residential developments along major arterials, arterials, or collector streets, pedestrian access will be provided between the major arterial, arterial, or collector, and the development to allow access to transit vehicles, commercial facilities, educational facilities, and recreation areas. Pedestrian access to arterial streets is encouraged. Such access should be located every 300 to 400 feet.

OPEN SPACE, CONSERVATION AND RECREATION ELEMENT RECREATION

- 3.24 The City shall encourage future neighborhood parks (3-5 acres in size) to be centrally located within each section of land (reference Figure 3-1).

Figure 3-1



Future neighborhood parks should be centrally located within each 1/2 square mile of the City. These parks should be the focal point of neighborhoods.

URBAN DESIGN ELEMENT

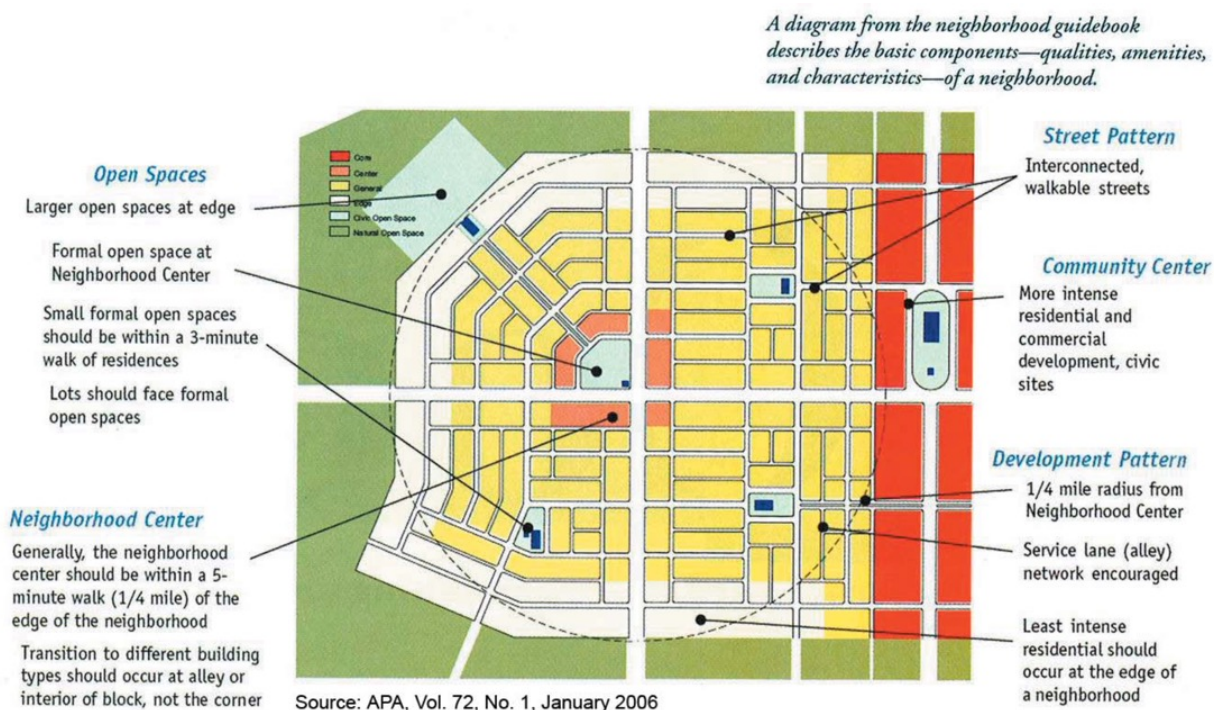
5.2 NEIGHBORHOOD LAND USE PLANNING

OBJECTIVE

Create livable neighborhoods incorporating a sense of place and connectivity to other neighborhoods and the remainder of the City.

POLICIES AND STANDARDS

- 5.4 New residential development should be designed in easy walking and bicycling distance to neighborhood commercial areas and community facilities such as schools (a distance equal to approximately 1/4 mile). This guideline may require placement of new neighborhood-serving commercial centers within new subdivisions.
- 5.5 New residential subdivisions should be laid out in grid or modified grid pattern to create direct routes to surrounding developments and land uses. Major streets should be oriented when possible to capture views of the nearby Sierra Nevada. New subdivisions should limit long loop roads and cul-de-sacs, unless they are necessary to access parks or open space areas.
- 5.6 New residential subdivisions should provide strategically-placed parks that are visible and accessible from the front entries of the maximum number of homes. Parks should be used to define the form and shape of the



Appendix A: General Plan Policies

residential subdivision rather than be “left over” parcels of land not available for development. The standard for neighborhood parks is a 3-5 acre park site in each neighborhood within a 1/4 mile walking distance of all residents.

- 5.7 New residential subdivisions should provide an interconnected street system that allows for a hierarchy of transportation modes, including auto, pedestrian and bicycles with direct connections to neighborhood commercial centers, open space and recreation, other parts of the neighborhood, and adjacent districts and circulation routes. The emphasis should be on direct access and avoiding circuitous access from neighborhood to neighborhood.
- 5.8 In designing new streets, consideration should be given to traffic calming mechanisms, such as bulb-outs at intersections, strategically placed roundabouts or traffic circles, pedestrian refuges, and textured cross walks, among others (reference Table 2-1 in the Circulation Element for a list of traffic calming features).
- 5.9 Setbacks from the public street should be minimized to bring structures close to the street to encourage neighborhood interaction.
- 5.10 Street orientation must be considered for optimum energy efficiency, with respect to solar access. As many homes as possible should be oriented so that large areas of the roof and walls receive solar radiation from the south.

5.4 SINGLE FAMILY RESIDENTIAL

OBJECTIVE

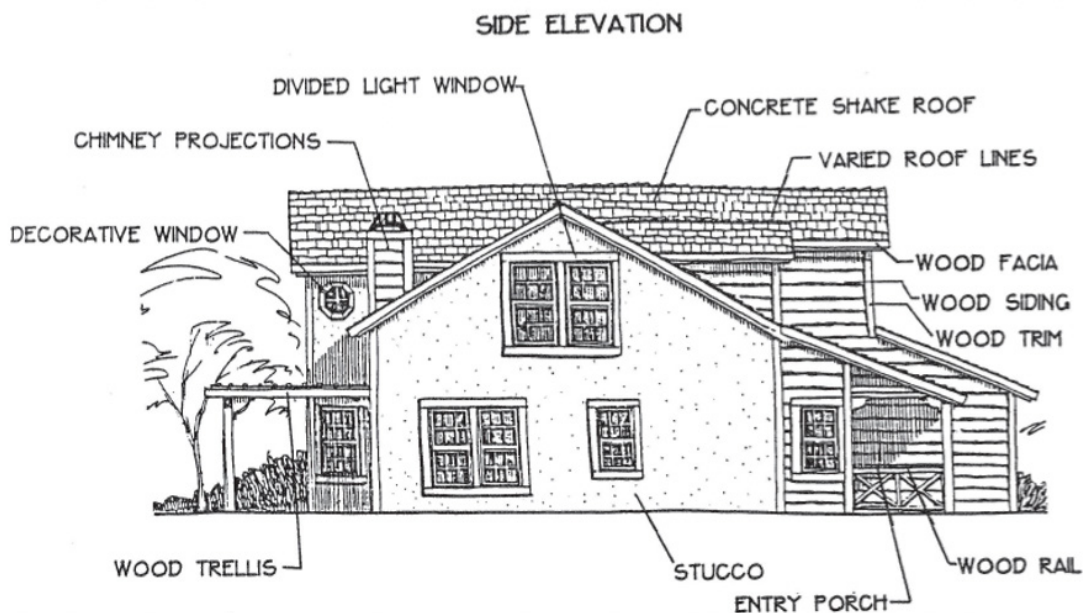
Create single family neighborhoods incorporating layout and architectural styles that facilitate traditional neighborhood development techniques.

POLICIES AND STANDARDS

5.12 For single family dwellings, styles that reflect the architectural traditions and history of Dinuba and the San Joaquin Valley are preferred.

5.13 Good architectural design encourages neighborhood interaction and the ability to have “eyes on the street”. Streets with long expanses of blank garage doors should be avoided. Techniques to encourage good streetscapes include:

- a. Locate the front doors of homes so that they are visible from the street.
- b. All dwellings should feature a useable front porch that dominates the facade of the unit. The City will consider allowing reduced front yard setbacks for units that feature a front porch.



- c. Garages should be set back behind the front plane of the dwelling or should be set back and detached entirely.
- d. Dwellings on corner lots should be designed with two “frontages”. Ideally, one street frontage will feature the front door, while the other street frontage features the garage and driveway.

5.14 Random setbacks of buildings and landscaping should be incorporated in all structural design and unit siting.

Appendix A: General Plan Policies

- 5.15 Residential development should include a mix of one and two-story dwelling units wherever possible.
- 5.16 The height and bulk of buildings should be appropriate to the size, shape and topography of the site and in harmony with its setting.
- 5.17 Buildings should be designed to an approximate human scale and should not appear to be monumental or monotonous. The use of the following design elements will help in creating buildings properly scaled to people:
- a. Breaking up building masses into smaller, staggered masses
 - b. Breaking up long wall surfaces and roof lines into discontinuous surfaces
 - c. Randomly textured materials on roofs and walls
 - d. Extended roof overhangs
- 5.18 Architectural styles and treatments should exhibit the following characteristics:
- a. Creates a complementary relationship with adjacent projects
 - b. Creates architecturally distinct structures through use of various components
 - c. Develops a compatible relationship between projects and buildings, and open space or recreation areas
 - d. Avoids visual repetition, including discouraging "franchise architecture".
 - e. Maintains continuity within a project through use of similar architectural elements
- 5.19 The architectural styles and treatments selected for projects should utilize or incorporate some combination of the following features:
- a. Articulated facades
 - b. Low plate lines
 - c. Large overhangs
 - d. Variated roof planes
 - e. Recessed entries
 - f. Greenhouses and skylights
 - g. Balconies and broad porches
 - h. Wainscoting
 - i. Extensive windows

- 5.20 Materials used in the construction of residential and commercial structures should be selected from the following listing.
- a. Stucco and plaster
 - b. Wood and dimensioned lumber
 - c. Board on board
 - d. Stone, rock, or brick
 - e. Wood or wood replica shingles
 - f. Slate-Metal or wood window dividers
 - g. Wood railings
 - h. Precast concrete or split-faced block (commercial)
- 5.21 Small-lot residential products, including condominiums, are encouraged in order to provide a variety of housing types, styles, and affordability. Small-lot single family alternatives include detached and attached units, zero lot line product, and “alley loaded” units adjacent to local or collector streets

MULTI FAMILY RESIDENTIAL

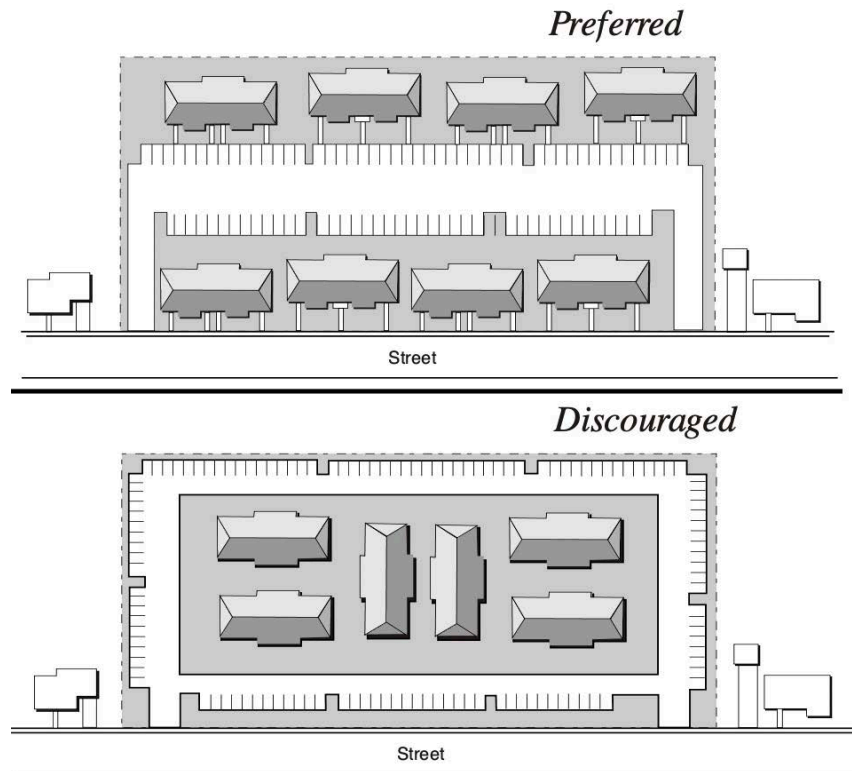
OBJECTIVE

Provide for multifamily housing that, regardless of size or number of units, are designed to integrate into the surrounding neighborhood.

POLICIES AND STANDARDS

- 5.22 Design techniques for multifamily projects include:
- a. Buildings should be “pulled forward” on the lot, towards the street, with parking to the rear. This helps multifamily projects better harmonize with the existing streetscape and surrounding neighborhood.
 - b. Units fronting the street should include a front door facing the street.
 - c. Units with doors facing streets should include a useable front porch.
- 5.23 Multifamily residential development should utilize architectural styles that are native and traditional to Dinuba and the San Joaquin Valley. These styles are addressed in the Single Family Residential policies and standards.

Appendix A: General Plan Policies



5.24 Visually harmonize multifamily residential development with adjacent residential neighborhoods by use of the following techniques:

- a. Integrate architectural elements and building articulation that is similar to the surrounding neighborhood.
- b. Use similar colors, details, and finish materials as those in the adjacent neighborhood.
- c. Use shape and massing that conforms to existing neighborhood scale.

5.25 Stairways should be designed as an integral part of the overall structure and should incorporate materials used in the main building. "Motel-style" prefabricated stairways composed of concrete and open wrought-iron railing is discouraged. Common stairways should be designed to serve a limited number of units.

5.26 Large roof mounted equipment is discouraged. Where necessitated, such equipment should be screened from view through the use of parapets or similar devices that complement the architectural character of the building.

APPENDIX - B

Project Questionnaire

Dinuba Residential Design Guidelines

The following questions are derived from the Residential Design Guidelines. Please answer each question that is applicable to your project:

Neighborhood Design

Street Connectivity

1. Does the subdivision exhibit a high degree of street connectivity, both internally (within the development) and to surrounding areas?
2. Is the subdivision designed using a grid (or modified grid) pattern to provide multiple route choices, for pedestrians, cyclists and motorists?
3. Where undeveloped land is adjacent to the site does the project provide for future street connections to that land? (In general there should be a street connection at intervals not to exceed 660 feet along each boundaries that abuts undeveloped land.)

How to Calculate Street Connectivity

Calculate the proposed project's Street Connectivity Index (see page 2-4 for methodology):

Number of Nodes: _____

Number of Segments: _____

Segments ÷ Nodes = _____

Parks and Open Space

1. Where parks are provided are they centrally-located within the development (to act as a focal point and to be easily-accessible to all residents)?
2. Is the project designed so that homes face onto the park (thereby providing added security by ensuring there are "eyes on the park" at all times)? Is the park designed so that streets border them on all sides (to the extent practical)?

Street Design

1. Are streets designed to be tree-lined and shady (to provide cooling and to slow traffic)?
2. Are streets designed with relatively short block lengths (no longer than 600 feet in length), to preclude speeding?

Appendix B: Project Questionnaire

3. Are streets with cul-de-sacs limited to where needed (due to unusual property boundaries, shapes or other constraints)?
4. Are traffic calming devices provided where appropriate (including bulb-outs, median islands with pedestrian refuges and roundabouts/traffic circles)?

Pedestrian and Bicycle Connections

1. Are sidewalks separated from the street by a wide, landscaped parkway that includes shade trees?
2. Where provided, are there off-street pedestrian/bicycle trails that are wide and shaded by large trees?
3. Where provided, are trail systems designed to minimize the number of street crossings?
4. Are trails and walkways designed to lead to important destinations, such as shopping, schools, parks and the downtown area?
5. Where canals exist is consideration given to routing a trail within the right-of-way?
6. Where perimeter block walls are situated around a development are there openings to allow walking and cycling from the site to the exterior? Where a cul-de-sac exists are there openings for such access?

Project Entry and Character

1. Are a combination of the following accent features incorporated into the project entry points:
 - Ornamental landscaping?
 - Landscaped entry medians?
 - Architectural monuments?
 - Decorative walls?
 - Monument and/or wall signs?
 - Decorative lighting?
2. Do project entry features reflect the overall architectural identity and character of the project?
3. Is colored, textured, and permeable paving treatment provided at entry drives provided to accentuate these areas?

Fences, Walls and Other Amenities

1. Are landscaping and berms provided (to minimize the visual impact of long continuous sound walls)?
2. Are insets and variation provided in wall planes and patterns?
3. Are additional landscape setbacks, street trees and accent trees provided at project entries (to improve the appearance of sound walls)?
4. Are climbing vines provided to beautify walls and prevent graffiti?
5. Are concrete capstones provided on stucco walls to visually accent and to help prevent water damage from rainfall and moisture?

Appendix B: Project Questionnaire

Street Lamps and Signage

1. Does the development utilize decorative, antique-style street light fixtures?
2. Will all street sign posts be painted gloss black?
3. Will the project feature clustered mailboxes that are architecturally enhanced (and carefully placed to not adversely affect the privacy of residents while still serving the needs of the US Postal Service)?

Storm Drain Facilities

1. Are storm drain basins designed and located consistent with the Dinuba Storm Drain Master Plan?
2. Will storm drain basins be landscaped?
3. Are storm drain basins designed to combine both storm drain and parks/open space recreation facilities?
4. Will chain link fencing around storm drain basins be finished in gloss black or green?
5. Does the project feature elements of Low Impact Design?

Canals and Waterways (skip if there are no canals or waterways associated with the site)

1. Are canals incorporated as open space features into project design?
2. Are canal rights-of-way landscaped with a combination of groundcover, shrubs and shade trees?
3. Are canal rights-of-way developed with multi-purpose trails (walking and cycling)?
4. Are canal rights-of-way designs being coordinated with Alta Irrigation District?

Single Family Residential Design

General

1. Do the homes feature a useable front porch that dominates the façade of the home (with minimum porch dimensions at least 6 feet deep and 8 feet wide)?
2. Are garages set back behind the front plane of the dwelling? Further do garage doors not occupy more than half the width of the front façade of the dwelling?
3. Are front doors situated so that they are prominently visible from the street?
4. Are front setbacks staggered on at least every third lot an additional five feet (to create a varied streetscape)?
5. Are façade treatments on the front of a dwelling carried around to side and rear elevations, (especially where a home abuts streets to the side or rear)?
6. Does the project include a mix of single and two-story homes (to provide an appealing streetscape with a variety of home types, mass, size and height)?
7. Is there variation in roof form and changes in roof plan on all structure elevations (that are visible from public streets)? Further, is there variation in ridgeline height and alignment (to create visual interest)?

Design of Homes for Corner Lots

1. Are homes on all corner lots designed with two frontages (front door facing one street and garage opening to the other street) or similar corner lot strategies (shown in the illustration shown on page 3-5)?

Architectural Styles

1. Do the proposed homes follow one or more of the preferred architectural styles illustrated on pages 3-6 to 3-8 of the Design Guidelines?

Craftsman?

Spanish?

Victorian?

Colonial?

Tudor?

Mediterranean?

New Homes in Older Neighborhoods/Relationship to Historic Structures

1. Are new homes in older/historic neighborhoods designed to emulate or blend with existing historic architectural styles in the neighborhood?
2. Are new homes in older/historic neighborhoods designed to show consistency with existing setbacks, height, building form, rooflines and structural massing that exists in the neighborhood?

Front Yard Landscaping

1. Will front-yard landscaping (and automatic irrigation system) be installed by the developer prior to occupancy?
2. Will landscaping utilize xeriscaping (landscaping that uses little water) including native vegetation and drip irrigation?
3. Is the use of turf minimized (to increase water efficiency)?
4. Do all landscape areas include a mixture of deciduous and evergreen varieties, including perennials and flowering shrubs?
5. Is a minimum of 40% of the front yard area landscaped with a combination of trees, turf or shrubbery? Does the project include plant material that is varied in size, with shrubs from one to five gallons, and trees from 15 to 25 gallons?
6. Are deciduous trees planted along south and west facing walls (to allow solar access during the winter)?
7. Alongside drives (next to the property line) are landscape strips provided alongside drives (a minimum 1.5-foot to 2-foot wide)?

Appendix B: Project Questionnaire

Multi-Family Residential:

A. Large Site Design

Building Orientation to the Street

1. Is the project designed so that buildings front onto the street with porches and balconies, (with parking behind the building)?

Building Architecture and Design

1. Do architectural styles reflect the historic styles of the Central Valley and California? Generic, contemporary, "placeless" styles are discouraged in favor of historic styles like Spanish, Craftsman, Victorian and Mediterranean architectural styles, among others.

Other multi-family building design strategies

1. Do the building designs integrate architectural elements and building articulation that is similar to the surrounding neighborhood?
2. Do the buildings use similar/complimentary colors, details, and finish materials as those in the adjacent neighborhood?
3. Do the building designs use building shape and massing that conforms to existing neighborhood scale?
4. Do the building designs use varied front setbacks within the same structure, with staggered unit plans?
5. Do the building designs use varied rooflines (especially where the building exceeds 20 feet in height)? Do the buildings use overhanging eaves, parapet wall details and three-dimensional cornice treatments (to enhance character of the roof line area)?
6. Does the project use reverse building plans (to add variety)? Are architectural treatments applied to all sides of each building?
7. Is there variation in exterior color of adjacent units, groupings of units or buildings?
8. Are stairways designed as an integral part of the overall structure and do they incorporate materials used in the main building? Note: Exposed "motel-style" prefabricated stairways composed of concrete and open wrought-iron railing are discouraged.
9. When adjacent to single family homes, are side and rear setback areas provided to allow for a sufficient planter area to buffer impacts and screen undesirable views?
10. Are utilities screened from view of the street right-of-way? Are HVAC units located away from porches and patios and screened through the use of landscaping, walls, etc.? Are HVAC ground-mounted (not placed on rooftops)?

Circulation and Pedestrian Connections

1. Do circulation patterns within the site provide good vehicle, bicycle and pedestrian access to all areas?
2. Are straight-line aisle/drive segments limited in length (to prevent high driving speeds)?

3. Are on-site traffic calming methods incorporated where appropriate, including:
 - Traffic circles?
 - Bulbouts?
 - Speed tables?
 - Others?

Pedestrian Connections

1. Is the site planned to ensure appropriate pedestrian connections throughout the complex and to adjoining neighborhoods?
2. Are walkways shaded with trees (where possible)?
3. Are walkways well-lighted at night, with pedestrian-scale light fixtures?
4. Are walkways designed to avoid crossing vehicle drives and parking aisles (where visibility is poor and safety may be compromised)?
5. Are walkway entries to the site (from adjacent public streets) accented by landscaping, low walls, decorative arbors and other amenities?

Project Entry

1. Are vehicle entries designed to make a positive statement and do they include amenities such as:
 - Landscaped median island?
 - Generous landscaping throughout?
 - Signage?
 - Walls?
 - Stamped/colored paving?
 - Lighting?
 - Other amenities?

Open Space/Recreation Facilities

1. Are open spaces evenly distributed through the project site and do they feature useable, attractive amenities, such as
 - Landscaping, including abundant shade trees?
 - Lawn areas for active play?
 - Active play facilities, such as tennis courts, volleyball courts, grassy open play areas?
 - Swimming pool?
 - Clubhouse?
 - Barbecues?

Appendix B: Project Questionnaire

Parking and Carports

1. Are parking spaces conveniently located to the units that they serve?
2. Are long rows of parking broken up into smaller groupings?
3. Are parking areas softened with landscaping and shade trees? Where parking is located adjacent to a public street is there generous landscape screening?
4. Is parking accented with decorative features, such as areas of stamped/colored concrete?

Carports

1. Are carports designed to complement the aesthetic character of the buildings, and include gabled roofs?

Trash/Recycling Enclosures

1. Do trash enclosures feature an overhead decorative arbor?
2. Is landscaping designed so that vines or similar plant material can be trained to grow up the exterior sides of the enclosure for beautification and graffiti prevention?
3. Do trash enclosures feature a pedestrian pass-thru (so residents don't need to open the gates to access dumpsters)?
4. Are trash enclosures conveniently located throughout the project (yet sufficiently buffered from project entries, main building entries and the street)?

B. Multi-Family Residential - Small Sites and Infill Locations

1. Are projects designed to harmonize with surrounding existing development (in terms of scale, setbacks, location of buildings on the parcel, etc.)?
2. Along the site frontage, are buildings placed forward on the site, with parking to the rear? Where a site abuts an alley, is parking situated off the alley?
3. Do buildings front onto the public street with front door, windows and large useable front porches?
4. Do architectural styles mirror the best of the surrounding neighborhood, and styles that are historic to the valley and California are preferred, including Craftsmen, Spanish, Victorian, Tudor and other native historic styles?